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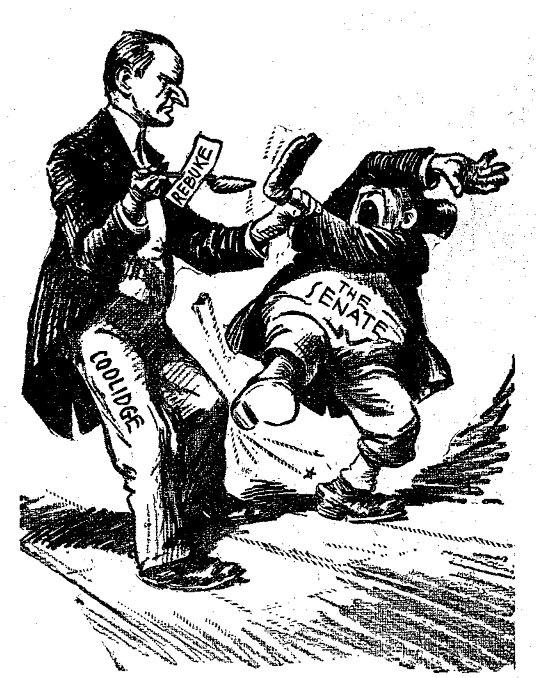
TOPICS - OF - THE - DAY

(This title registered in U. S. Patent Office)

THE PRESIDENT'S REBUKE TO THE SENATE

His boyhood on a farm ought to have taught President Coolidge that "one does not deal with hornets by rapping their nest with a short stick," remarks a not unsympathetic Democratic editor, as he notes the first angry reaction in the Senate to the President's message of protest against the proposed employment of Francis J. Heney to investigate Secretary Mellon's Bureau of Internal Revenue. "The most arrogant message sent by an Executive to a parliamentary body since the days of the Stuarts and Tudors," is the way this document is characterized by Senator Walsh (Dem.) of Montana, leader of the Teapot Dome investigation, who interprets it as a blow at all the investigations now being conducted by Senate Committees, including those into the oil leases and the Department of Justice. Of course the President isn't asking the Senate to stop these investigations, admits the Montana Senator, "but the message unquestionably was written to formulate public opinion which would have that effect." In short, he avers, "it is not aimed at Senator Couzens or at Heney, but at the right of the Senate to investigate the executive departments." "We will accept the challenge," he announces. "No refinement of definition, no misapplication of circumstances, no artifice of casuistry can ever take from that Presidential message the inherent nature of its amazing arraignment of the Senate of the United States as a menace to orderly Government," declares Senator Carter Glass (Dem.) of Virginia. And another indignant Democratic Senator, James A. Reed of Missouri, after denouncing it as "an offensive document" and "an insult," offered a resolution to expunge it from the record of the Senate.



THE BABY ACT

—Sykes in the Philadelphia *Evening Public Ledger.*

The Presidential message which caused so much senatorial excitement was sent to the Senate on April 11, after President Coolidge had received from Secretary of the Treasury Andrew W. Mellon a letter calling attention to the fact that the Senate committee investigating the Bureau of Internal Revenue had authorized Senator James Couzens of Michigan, one of its Republican members who has a personal quarrel with Mr. Mellon, to employ at his own expense Francis J. Heney to take charge of the investigation. Mr. Mellon's letter warned the President that "if the interposition of private resources be permitted to interfere with the executive administration of the Government, the machinery of government will cease to function." In his message to the Senate the President says, in part:

"There exists, and always should exist, every possible comity between the executive departments and the Senate. Whatever may be necessary for the information of the Senate or any of its committees, in order to enable them to perform their legislative or other constitutional functions, ought always to be furnished willingly and expeditiously by any department.

"The executive branch has nothing that it would wish to conceal from any legitimate inquiry on the part of the Senate. But it is recognized both by law and by custom that there is certain confidential information which it would be detrimental to the public service to reveal. Such information as can be disclosed, I shall always unhesitatingly direct to be laid before the Senate. I recognize also that it is perfectly legitimate for the Senate to indulge in political discussion and partizan criticism."

But, he goes on to say, the committee's resolution authorizing the employment of Mr. Heney "seems to have been dictated by some other motive than a desire to secure information for the purpose of legislation." To quote further:

"The Senate resolution appointing this committee is not drawn in terms which purport to give any authority to the committee to delegate their authority, or to employ agents and attorneys. The appointment of an agent and attorney to act in behalf of the United States, but to be paid by some other source than the public Treasury, is in conflict with the spirit of Section 1764 of the Revised Statutes, the Act of March 3, 1917.

"The constitutional and legal rights of the Senate ought to be maintained at all times. Also the same must be said of the executive departments. But these rights ought not to be used as a subterfuge to cover unwarranted intrusion. It is the duty of the Executive to resist such intrusion and to bring to the attention of the Senate its serious consequences. That I shall do in this instance.

"Under a procedure of this kind, the constitutional guaranties against unwarranted search and seizure break down, the prohibition against what amounts to a Government charge of criminal action without the formal presentment of a Grand Jury is evaded, the rules of evidence which have been adopted for the protection of the innocent are ignored, the department becomes the victim of vague, unformulated and indefinite charges, and instead of a Government of law we have a Government of lawlessness.

"Against the continuance of such a condition, I enter my solemn protest, and give notice that in my opinion the department ought not to be required to participate in it. If it is to be continued, if the Government is to be thrown into disorder by it, the responsibility for it must rest on those who are undertaking it. It is time that we return to a Government under and in accordance with the usual forms of the law of the land. The State of the Union requires the immediate adoption of such a course."

The day after the receipt of this message Senator James E. Watson (Rep.) of Indiana explained to the Senate that President Coolidge and Secretary Mellon were not protesting against the Senatorial investigations in general, nor at the Democrats in particular, but at Gov. Gifford Pinchot of Pennsylvania, who suggested to Senator Couzens the employment of Mr. Heney, and who hoped to make political capital for himself by uncovering a scandal in the Prohibition enforcement activities of the Bureau of Internal Revenue. The Indiana Senator produced something of a sensation when he added:

International Newsreel photograph

THE STORM CENTER

Francis J. Heney, famous graft investigator of California, whose employment by Senator Couzens to investigate Secretary Mellon's department caused President Coolidge to address a stinging rebuke to the Senate.

"Everybody knows that the Prohibition Law could not be enforced for five or ten years. If we begin a wholesale investigation of the Prohibition unit there would be no end of it.

"Everybody knows that, with Pinchot back of it, it would never end until the night before election. There is no use dragging all the gossip and scandal out and having a saturnalia of vituperation and aspersion unequaled hitherto in the political annals of America."

The proposal to hire Mr. Heney, declared Senator Watson, would be fought to the bitter end. Another Republican Senator, Walter Evans Edge of New Jersey, defended the attitude of the Administration in the following words:

"The time has come when the Senate must either definitely take over the functions of the courts and grand juries, which is unthinkable, or confine the present mania for investigation to such inquiries as have always been recognized as necessary to secure information on which to formulate remedial or constructive legislation.

"The standing of the Senate in the country to-day is at the lowest ebb in the history of the nation. Perhaps Senators are unwilling to admit this indictment, but it is nevertheless true. There must be a reason.

"In my judgment the President's criticism was not only justified but if he had failed to assert his responsibility he would have been convicted of supineness and hesitation absolutely inexcusable."

Senator Henry Cabot Lodge of Massachusetts, Republican floor leader, also came to the defense of President Coolidge's message, citing precedents to prove that it was well within the Presidential rights. In employing Mr. Heney, he said, the Senate "has extended its functions, and in newspaper parlance has created a new office in the person of 'committee prosecutor.'" This move, he added, is aimed against Mr. Mellon "because he is the principal figure in the framing of a great bill aimed to reduce the taxes of this country. This is an attempt to break him down, and there is much more behind it than mere politics."

The incidents leading up to the President's dramatic rebuke to the Senate are vividly told, from a view-point very friendly to the Administration, by the Philadelphia *Public Ledger*, in whose editorial columns we read:

"Weeks ago Senator Couzens, of Michigan, was badly worsted in an income-tax debate by Secretary Mellon. Smarting under this, he joined the movement to drive Mellon from the Cabinet. He demanded an investigation. A panicky Senate, scared stiff with fear that if it does not grant every inquiry demanded, it will be accused of trying to hide something, consented.

"Ostensibly this committee sought information to guide it in legislation. Actually it was aimed at driving Mellon from the Treasury. Senator Couzens demanded the names of the so-called 'Mellon companies,' and got them. Nothing was found to verify his charges that they had been favored in income-tax returns or refunds. Meanwhile the McKellar resolution, offered by a Tennessee Democrat and a part of the general attack on the Treasury, was shattered in the Senate.

"By this time it was plain that the only business of the committee and of Senator Couzens was to discredit somehow Andrew W. Mellon. The next move overstept the bounds of legality and decency. On the motion of Senator Couzens, Francis J. Heney of California was employed as special counsel for the committee and paid, not by the Senate or by the committee, but by Couzens himself.

"He is to be turned loose, a paid agent, personally paid by Senator Couzens, to investigate one of the great executive departments. Clothed in the armor of Senate authority and immunity, he is to prowl where he will to add to the demoralization of a department already demoralized by a steady succession of vengeful partizan and personal attacks.

"There has been nothing quite like this in the history of the Government."

The President's effort to recall the Senate to a sense of its duties and responsibilities avers this Philadelphia paper, has behind it "an aroused public opinion." Many other papers echo this view, while insisting that no legitimate investigation must be abandoned and no corruption that menaces the nation's well-being must be allowed to remain under cover. According to Mark Sullivan, the Senate is troubled over the issue raised by President Coolidge, because the Senators think that the President is stronger with the country than they are. In an illuminating dispatch from Washington to the New York *Herald Tribune*, Mr. Sullivan goes on to canvass the whole situation thus:

"One-third of the Senate, thirty-two members, almost equally divided between Republicans and Democrats, are coming up for reelection this year. That is why their apprehension is bi-partizan. Already some of the most powerful Senators have lost in the early primaries.

"The Senate would like to restore itself in public esteem. Its members would like to act in such a way as to safeguard themselves against Coolidge's rebukes to Congress about failure to act on the income tax before March 15, about delay as to other legislation, and lately about the way in which they are conducting some of their investigations.

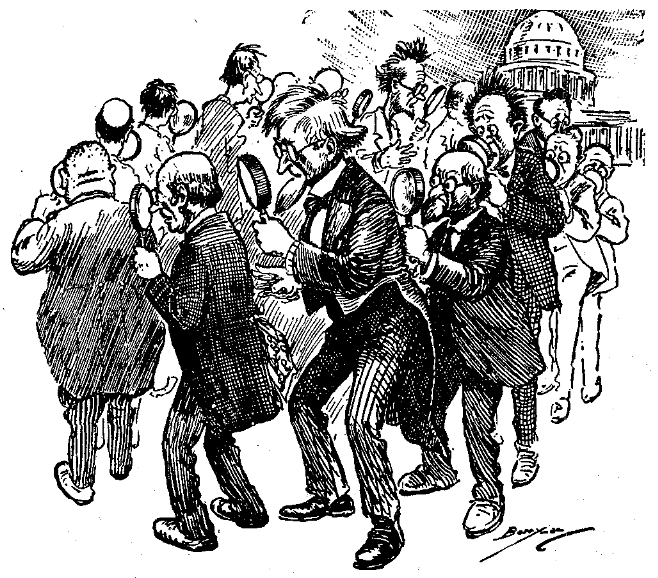
"It is not only about Coolidge that the Senators are apprehensive. They are apprehensive also about the courts. Already two actions of the Senate investigations are under review by the courts, and there is wide-spread uneasiness lest Coolidge may raise a third issue.

"It is believed that if the Senate committee investigating Secretary Mellon refuses to conform to law and reason, Coolidge may do as Cleveland did—order his Cabinet officers to refuse to give the testimony and documents the Senate demands. What the Senators should do in such an event troubles them greatly. They don't want that issue to arise, and that is why, beneath the truculent bluffing from some Senators, there is a cautious intention to set themselves right.

"The two cases in which the actions of Senate investigators are now under review by the courts are the efforts to convict Sinclair for contempt and the similar proposal to put Daugherty and his brother in contempt for their refusal to allow access to the books of Daugherty's bank.

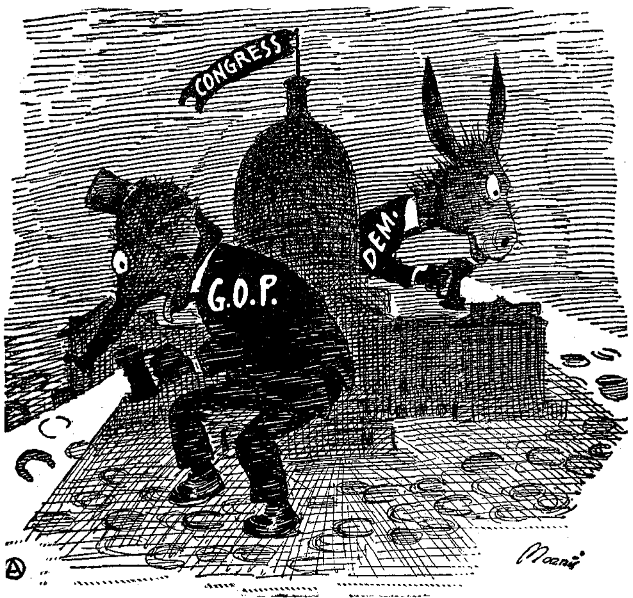
"The real fear of the Senate is about what might arise in the case of Secretary Mellon.

"One of the fundamental legal aspects of these Senate investi-



SPRING FADS AND FASHIONS

Berryman in the Washington *Star*.



THE LONG, LONG TRAIL

—Morris for the George Matthew Adams Service.

ROUND AND ROUND THE BRAMBLE BUSH

gations of Cabinet officers is this: The ultimate purpose of an investigation of a Cabinet official, if he be found culpable, is to impeach him; and in an impeachment proceeding it is the Senate that sits as the court. This being so, it is held to be improper for the Senate to conduct the preliminary investigation. It is as if, in an ordinary lawsuit, one and the same man should first act as detective, prosecuting officer and attorney for one of the parties, and thereafter act as judge. The Constitution provides that in impeachment proceedings the House shall first make the charges.

"Quite apart from the fundamental aspect, in the case of the committee investigating Mellon, one of the best lawyers in the Senate, who is sympathetic to the investigation, nevertheless believes the committee is exceeding even such power as the Senate gave it. The resolution of the Senate merely gave the committee power to acquire information with a view to amending some of the tax laws.

"As respects the detail of the Mellon committee's conduct which called out Coolidge's rebuke, namely, the employment of a lawyer to be paid out of the pocket of Senator Couzens, almost nobody now defends that. The minute the President called attention to it almost everybody in the Senate was admittedly on the defensive. It is perfectly proper for the committee to employ a lawyer, but to let one member of the committee pay the lawyer's fee and make him a private counsel is frequently described as the last word in the Senate's loss of self-respect and dignity. It is probably even illegal. A Cabinet member who wants to have a better stenographer than the Government provides him, and who offers to increase the government pay out of his own pocket, is forbidden to do so by act of Congress.

"On the broad merits of the situation the common opinion of Washington covers three points. To impute lack of personal integrity to Secretary Mellon would be a joke if it were not an outrage. That is recognized as malice or pique. As to the income-tax department, it is believed that a good many things have been done badly and that there should be no limitation of revealing conditions in the department. But, on the other hand, the general feeling is that Secretary Mellon has administered this department, which is about one-tenth of all his duties, exceptionally well.

"Inevitably, and without imputing anything against his predecessors during the war, Secretary Mellon, as respects income-tax administration, inherited an incredible mass of confusion and arrears of work, due to the sudden expansion of the department. It is commonly felt that Secretary Mellon and his subordinates have shown ability in bringing the work up to date and expediting new cases. Decidedly, as to the income-tax situation, it is felt that whatever trouble there is is due not to Mellon, nor to any other executive, but wholly to Congress, because Congress wrote the income-tax law in such a way as to make inevitable all kinds of confusion and irregularity.

"Finally, as to Prohibition enforcement, that also is a minor fraction of Mellon's responsibilities. He doesn't want it and thinks it should be in the Department of Justice. Apart from Mellon personally, there is a strong feeling that in the details of Prohibition enforcement there have been many grave scandals, due to politics and otherwise. There is the belief that what is called the 'Prohibition enforcement mess' ought to be brought to light, and no particular concern about who does the investigating, provided it is done lawfully and well. Anybody who seems to be in the position of trying to prevent a thorough investigation of Prohibition enforcement will not be generally supported by Washington opinion."

While the American people "detest crookedness and corruption," at the same time "they are not fond of scandalmongers," declares Secretary of State Hughes, reaffirming the intention of the Coolidge Administration "to bring to the bar of justice every dishonest official and every perverter of administration in or out of office." This assurance is accepted wholeheartedly by the many papers which applaud President Coolidge's "straight talk" to the Senate.

But there are many others which feel that in the matter of uncovering possible corruption too much zeal is better than too little. The Brooklyn *Citizen* (Dem.) is imprest by the statement of Senator Couzens that it would be shown that the Government had lost many millions of dollars in taxes. "The public," declares *The Citizen*, "wants to know the facts and will hold any one responsible who tries to cover them up." Reminding us that "the Departments of the Government are the creatures of Congress, and the creatures may not be greater than the creator," the Detroit *News* (Ind.) goes on to say:

"It seems eminently proper for Congress to know what its creatures are doing and whether their conduct is what it ought to be. To uncover this the Constitution provides a legal method of impeachment, which means a public trial, and for dismissal from the public service if found guilty, with proviso that the public servant so ousted may then be tried before a court of law and punished if convicted.

"This, therefore, would seem the proper process if it is regarded as probable that Secretary Mellon has conducted his office in any manner involving high crimes and misdemeanors on his part. He is unmistakably responsible for the conduct of the Treasury Department, and impeachment would bring all the activities of the Department into the open for examination, including the Bureau of Internal Revenue, if that is where the Senate Committee believes it may find something against the Secretary."

The Administration errs in opposing the Couzens investigation, even if the California lawyer acts as its counsel, avers the Baltimore *Sun* (Ind.), in which we read:

"It is with sincere regret that we note Secretary Mellon, and through his influence President Coolidge, somewhat excitedly taking an untenable position with regard to the investigation of the Bureau of Internal Revenue by the Senate special committee, of which Senator Couzens, one of the insurgent Republicans, is the mainspring. In so far as Mr. Mellon's protest, indorsed by the President, is based on his belief that Senator Couzens's 'sole purpose is to vent some personal grievance,' it suggests a complete ignorance of the quality of the American people. If Senator Couzens is concerned solely with a grudge against Mr. Mellon, no better service could be rendered the latter than to allow Senator Couzens to go full speed ahead. . . .

"The question whether Mr. Mellon will be subjected to unfair attack in this inquiry into the Bureau of Internal Revenue, and whether the American people can be depended upon to sense and resent such unfairness, is far from being all that is involved in the issue whether the investigation shall continue. There is abundant reason for the belief that the light should be turned on the conduct of the bureau. It was expanded to enormous proportions almost overnight during the war. From that time until the present, whether in the administration of McAdoo, Glass, Houston or Mellon, there have been charges of gross improprieties, and worse. Stories have been current that Mr. Mellon himself has dismissed a large number of employees for irregularities.

"When it is remembered that this bureau has virtual power of life and death over business interests of the country through its power to make regulations affecting taxes that have the force of law, and even through the effect of simple promptness or tardiness in settling tax disputes, is it not reasonable to believe that publicity through a Senatorial investigation will be healthful? If the evils that undoubtedly have appeared in the bureau have been reduced to a minimum, if the bureau now is as clean as the average well-conducted private enterprise, will not the inquiry disclose that fact, and will not that be beneficial to the morale of the country and of the bureau itself? . . .

"One other phase of the protest of the President and Mr. Mellon must be noted. The President speaks of lawlessness being introduced into the Government by the investigations. That reflects the straining at gnats and swallowing of camels that is apparent among the ultra-conservative who are shocked because some hearsay evidence has been permitted in the investigations. But the plain truth is that the investigations have not caused lawlessness in the Government; they have stopt lawlessness of a particularly vicious character."

"A first-class campaign issue," declares *The Nation* (New York), an independent weekly, has been provided the Democrats by President Coolidge's rebuke to the Senate. This, as *The Nation* sees it, is: "Shall the light be turned on, or off? Shall scandal, when suspected, be investigated, or left to putrefy?"

AN INVESTIGATOR INVESTIGATED

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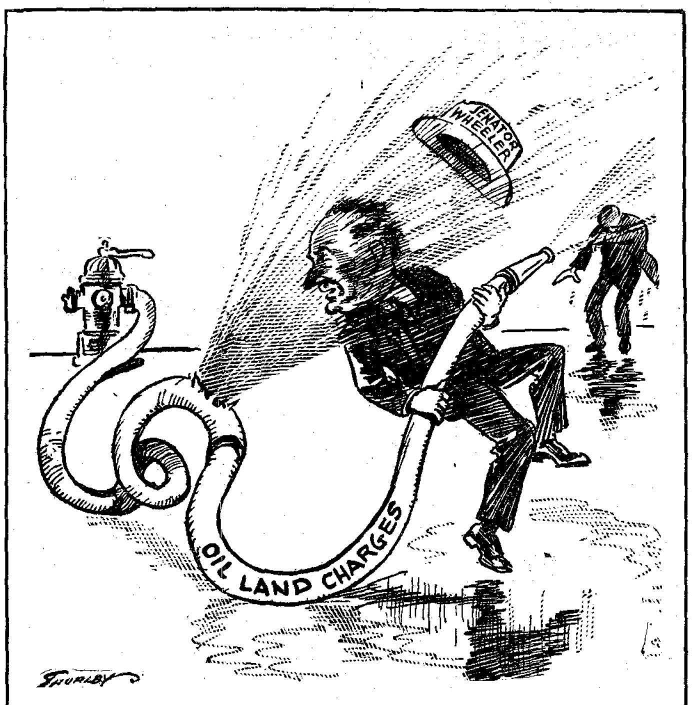
IN A FIGHTING POSE

Senator Burton K. Wheeler grilling a witness in the Daugherty investigation. Now he must himself take the defensive.

A MAJOR INCIDENT in our political history, one which "will have a far greater political effect than all the rest of the Daugherty investigation," is the indictment of Senator Burton K. Wheeler of Montana, says a Kansas editor. Experienced Washington correspondents like David Lawrence and Angus McSween of the Philadelphia *North American* agree that the political consequences may be far-reaching. And the political phase of this incident is emphasized by the way in which editorial comment sharply divides on party lines. Generally speaking, Democratic editors incline to think that Senator Wheeler's contention that it is all a "frame-up" may not be far from true. The Republicans like to remind Mr. Wheeler of old proverbs like, "People who live in glass houses shouldn't throw stones," and "What's sauce for the goose is sauce for the gander." The charge is that Senator Wheeler, after his election, and in violation of a Federal statute, received money in return for services in connection with the issuance of oil and gas prospecting permits by the Department of the Interior. The charge was made by a grand jury in Montana, and according to dispatches from Washington, the case will probably go to a trial jury. Now, Senator Wheeler, observes the St. Paul *Dispatch* (Rep.) "stands in exactly the same relation to these charges that Mr. Daugherty did to those brought against him by Senator Wheeler when the investigation opened." Moreover, we are told, there is a further "striking similarity between the answers returned by both Daugherty and Wheeler to their accusers. Daugherty declared that he had been framed for political and other reasons; Wheeler had declared that he had been framed for political and other reasons." This Minnesota paper and likewise the Boston *Transcript* (Rep.), Springfield *Union* (Rep.), Albany *Journal* (Rep.), New Haven *Journal-Courier* (Ind.), and Chicago *Journal of Commerce* argue that Mr. Wheeler is at once disqualified from acting as investigator on the ground that his own attitude in investigating public men "is that a man is guilty until his innocence has been proved." Now, exclaims the New Haven *Journal-Courier*, "let him have a dose of his own medicine!" But as the matter is in the Federal courts, remarks the Cleveland *Times and Commercial* (Rep.), Senator Wheeler is assured of the fair trial he "refused to Mr. Daugherty deliberately":

"He is facing not weirdly impossible and unsubstantiated charges, such as he permitted to be spread on the records of the Daugherty investigating committee in the Senate. He is facing an indictment of the Federal court, confined to specific charges. His trial will be surrounded by all the safeguards of court procedure. Witnesses will not be permitted to testify except on lines controlled by constitutional provisions. Hearsay evidence can not be offered against him. Wild tales, attributed to dead men, will be barred. Gossip without legal substantiation will not be received. The character of witnesses will be weighed."

After Mr. Wheeler defended himself against the charges on the floor of the Senate, Senator Robinson, Democratic floor leader, deliberately declared his opinion that the Montana Senator "had been the victim of a frame-up." This is said to have been the unanimous opinion, too, of the Daugherty investigating committee in which Mr. Wheeler has been so conspicuous. The indications are, we read in the Baltimore *Sun* (Ind. Dem.), "that his indictment is the lowest kind of political retaliation." The general opinion of the American people, thinks the Little Rock *Arkansas Gazette* (Dem.), is that the indictment is part of "a base political plot." The Brooklyn *Citizen* says "it is evident that a villainous conspiracy to blacken the character of Senator Wheeler existed and was instrumental in bringing the indictment, the moving spirits in the plot being ex-Attorney-General Daugherty, William J. Burns and the Republican National Committee, or at least leading officials of that committee." The Hartford *Times* (Dem.), Richmond *Times-Dispatch* (Dem.), Norfolk *Virginian-Pilot* (Dem.), Knoxville *Sentinel* (Dem.), and the St. Louis *Post-Dispatch* (Ind.) agree that it looks very much like a plot.



THE SOAKER SOAKED

—Thurlby in the Seattle *Times*.

However, the Washington dispatches state that the new Attorney-General has examined the indictment and finds it in accord with the evidence. Mr. Wheeler was indicted on April 8 before a grand jury sitting at Great Falls, Montana. He is accused of having on two occasions, in violation of law, accepted money after he had been elected United States Senator, but before he had qualified for office, and having on a third occasion agreed to accept money. He is accused of taking this money from certain oil prospectors in order to obtain for them exclusive oil and gas prospecting leases from the Department of the Interior. In a speech before the Senate, Mr. Wheeler explained that he had received retainers from a Montana oil operator for appearing on his behalf in the State courts. But, he added: "I have never at any time or on any occasion appeared before the Department of the Interior in behalf of Mr. Campbell, or appeared in any other department of the Government of the United States." While former Attorney-General Daugherty says the Department of Justice "had nothing whatever to do" with the indictment, William J. Burns, head of the Secret Service, testified before Senator Wheeler's committee that he had sent men into Montana on the Wheeler case at the request of the Post-Office Department and had talked about the case with the former Attorney-General. The Senate has appointed a committee, of which Senator Borah is chairman, to inquire into the facts in relation to the indictment.

SECRETARY WILBUR'S OIL POLICY

THERE IS SOMETHING REFRESHING to the New York *World* "in the manner in which Secretary of the Navy Wilbur approaches his official duties; it marks a notable change in the conduct of the Department." For in his announcement of a new oil policy, in which he declares that both the Elk Hills and Teapot Dome naval oil reserves "contain large quantities of oil that can be preserved in the ground, at least for the present," Secretary Wilbur "has cut the ground from under those who defend the Sinclair and Doheny leases," asserts the St. Paul *Pioneer Press*. There has been the greatest conflict of expert opinion on whether the Government's oil could be protected against drainage in no other way, but, remarks the Columbus (Ohio) *Dispatch*, "Secretary Wilbur is evidently in contact with competent geologists who have no interest in anything but geological facts." Mr. Wilbur said, among other things, in a recent letter to Senator Hale, Chairman of the Senate Naval Committee:

> "I shall take personal charge of all matters of the Navy Department pertaining to oil leases, and no leases or contracts will be made in this department without the personal approval of the Secretary of the Navy, and, so far as this department is concerned, no further leases will be made until expressly authorized by Congress, unless it appears to my satisfaction that such leases are absolutely essential to prevent the draining of oil in the reserves by wells drilled adjacent thereto, and unless it further appears that such leases are fully authorized by act of Congress and in that event such leases will be made only after competitive bidding."

"This is ordinary good business," thinks the Troy *Record*. Moreover, we are reminded by the New York *World*, "this is the fruit of the Senate investigations."

The Wilbur oil policy "is a start in the right direction," believes the Chicago *Tribune*. "But," it goes on, "it is only a start." According to this Middle Western paper:

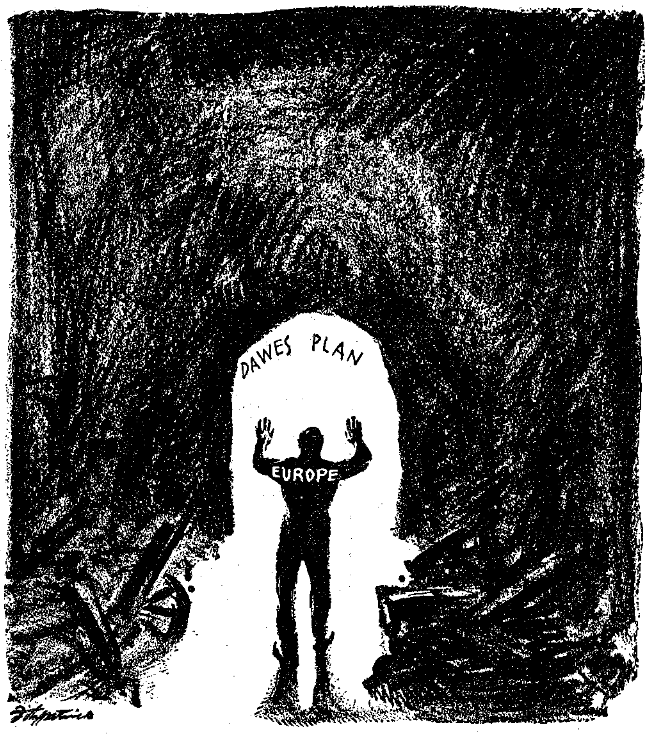
> "It is chiefly negative in character, and designed, it would seem, more to prevent the recurrence of such scandals as the present than to conserve and extend the Navy's oil resources. It ought to be supplemented by expert study of the oil situation and direct steps toward supplying our needs in any emergency, as well as the restriction of wasteful extraction of oil."

Another daily from the Middle West, the Topeka *Capital*, discusses a phase of the naval oil situation which seems hitherto to have been neglected. Says Senator Capper's paper:

> "Up to this time there has been little effort to show that the Government made a bad bargain when it leased its naval oil reserves. The chief criticism seems to lie against the manner of making the leases, and not against their terms. . . .
>
> "The fact that the committee investigating the oil leases has given its entire attention to the connection of individuals therewith, without at any time entering into the merits of the transaction, indicates that the whole proceeding was started for political purposes.
>
> "The fact of the leases and the terms in which they were made were known before Fall went out of office. Why was not something done about it before instead of waiting until a Presidential election campaign was under way?"

DAWES COMPLETING THE WORK OF PERSHING

IN THE DARKEST DAYS OF THE WAR the presence of the Yankee troops on the battle-line brought the Allies assurance of final victory; five years after the war an actual solution of the interminable reparations problem is reached through the advice and aid of three Americans. To-day "hope shines in the dispatches from Europe," as one editor puts it, because of the increasing certainty that the Dawes plan for reparations payments will be accepted and put into effect. First, the Reparations Commission accepts it unanimously. Germany answers "Yes" when asked to cooperate. The Governments of France, England and Belgium voice their acceptance, while Italy is friendly. And thus, as the New York *Evening Post* remarks, "the Dawes report is moving easily and speedily through the preliminaries to the real negotiations" and "for the time being Old World politics has taken a back seat and Europe is disposed to view its ugliest snarl and most dangerous tangle as on its way to unraveling." This, one press writer observes, must bring cheer to "every American with enough humanity to desire the end of hunger, misery and strife anywhere in the world," while from a practical standpoint, "there is no town or village in the United States to which the Dawes report does not matter." That Americans are really interested would seem to be evident from the enormous mass of editorials coming into this office from all over the country, voicing in one way or another approval of the Dawes report and faith that it means a long step forward in the settlement of the world's most vexing problem. Of course, the acceptance of the report, as the Brooklyn *Eagle* reminds us, "does not mean that economic and political peace is just around the corner."



A WAY OUT?

—Fitzpatrick in the St. Louis *Post-Dispatch.*

> "It is time the world realized that peace does not come over night any more than war. Incidents, negotiations, strained relations, new alliances—all belong to the pre-peace as much as to the pre-war period. To reconcile war-seared nations is primarily the task of time."

Indeed, the Allies are warned by the Springfield *Republican* against "acting with ill-considered haste":

> "Deliberation is never more needed than in polishing up and in checking at every doubtful point an intricate international agreement on the successful working of which peace and prosperity for generations to come may depend. To build a fine ship and to wreck it by haste in the launching would be a tragic blunder."

When General Dawes sounded the keynote for the inquiry at the first meeting of the committee of experts, he said that their success would "depend upon whether in the public mind and conscience of the Allies and of the world there is an adequate conception of the great disaster which faces each Ally and Europe unless common sense is crowned king." That coronation, remarks the Philadelphia *North American*, "has still to take place, but the General's nominee for the international throne has a good chance of being elected and of being invested with the moral sovereignty over the affairs of the troubled nations." As the Philadelphia editor looks back "over the prodigious confusion and controversy of the last five years" he distinguishes "four outstanding developments in the progress toward a settlement." "Three of these have been subjects of bitter denunciation, yet it is perfectly clear to-day that each had its necessary part in preparing the ground for the peace that now seems in sight."

> "First was the Treaty of Versailles, in which Germany assumed the obligation of making reparations for damages she had methodically wrought in invaded territories.
>
> "Second was the Allies' agreement of May, 1921, drafted under authority of the treaty Germany had signed, fixing the maximum of her reparations debt at $33,000,000,000.
>
> "Third was the occupation of the Ruhr Valley in January, 1923, whereby France and Belgium took possession of those guaranties which alone prevented Germany's repudiation of her obligations.
>
> "Fourth is the report of the Dawes committee, demonstrating that Germany is potentially able to pay what she owes her victims, and outlining methods by which she can do so."

The committees headed by General Dawes and Reginald McKenna, respectively, presented their reports—summarized in our last week's issue—on April 9. The Dawes plan was at once greeted with approval by the press of the Allied countries and the United States, and there was even guarded approval from German sources. On the 11th the Reparations Commission unanimously approved the report. After their meeting one of the members of the Commission made the significant remark: "The Allies once again are united." On April 14 the Dawes plan was definitely accepted by the German Cabinet after a meeting with the Premiers of the German States. On the same day the Belgian Government gave complete approval. The next day, the 15th, Prime Minister MacDonald of Great Britain announced his Government's willingness to accept the report as "an indivisible whole." On the same date Premier Poincaré of France delivered a campaign keynote speech which put his Government on record to the effect that France expected the plan to be put in operation. This followed a Cabinet meeting some days before at which the report had been provisionally accepted. In New York financial circles, we read in *The Wall Street Journal*, "such celerity in diplomatic action was not only unexpected but entirely unprecedented, and elicited the surprized assumption that perhaps continental statesmen had finally grasped the true condition of Europe, and were at last willing to forego the usual political skirmishing in favor of business methods in achieving a settlement."

This prompt unanimity is explained by Paris correspondents of the New York *Times* and Cleveland *Plain Dealer* as being due to the fact that "the experts' plan is nobody's plan in particular." He reminds us that British plans have been unacceptable to France, that if the French plan had been put definitely forward "it would almost inevitably have been rejected by both Germany and England." But, he continues, "this plan, of which the godfathers at least were three American citizens, is not anybody's plan. It was a unanimous report, therefore in its nature a compromise, and it has been placed before the world in such a way that no one finds any impetus toward criticism of it in national jealousy."

Of course, there are special reasons governing the attitude of the Governments chiefly concerned. The text of the German reply was brief, stating merely that the Berlin Government "considers the reports offer a practical basis for a speedy solution of the reparations problem. Therefore, it declares its willingness to collaborate in the execution of the experts' plans." Before this action was taken a Berlin Foreign Office official stated that his Government appreciated above all else the experts' recognition "of the fact that the restoration of Germany's economic sovereignty over the entire Reich is a prerequisite to any solution of the reparations problem." German political leaders being chary of comment just before the national elections, it is interesting to find a well-informed Berlin press correspondent summing up the impressions he has gathered from private conversations with regard to Germany's real reason for acquiescence. Two reasons why Germany could not reject the report are these, in the opinion of Joseph Shaplen, Berlin correspondent of the Chicago *Journal of Commerce:*

> "First, rejection of the report would mean flying in the face of world opinion and loss of whatever political ground Germany may have gained abroad since the Ruhr occupation. Second, and even more important, rejection would involve the collapse of whatever financial stabilization has been attained by the Reich within recent months and a consequent international financial and economic crash."

The principal disadvantages to Germany in the report are said by this writer to be: first, the omission of the total sum that is to be paid; second, fixing of the schedule of payments at a figure too high for Germany to pay; and third, the saddling of the country with too many control agencies. But on the other hand, responsible Germans admit these advantages:

> "1. The report holds out the promise of a restoration of Germany's economic sovereignty, with reestablishment of German civil authority in the occupied regions.
>
> "2. It offers Germany loans totaling 800,000,000 gold marks, accompanied by a moratorium, thus affording a good opportunity for economic rehabilitation.
>
> "3. It indicates clearly that no payments of any sort are to be expected of Germany unless the loans are forthcoming.
>
> "4. It indicates with equal clarity that, following acceptance of the report, no foreign Power again can apply sanctions against Germany. Thus the problem of German security automatically is solved.
>
> "5. It abandons separate payments for occupation costs."

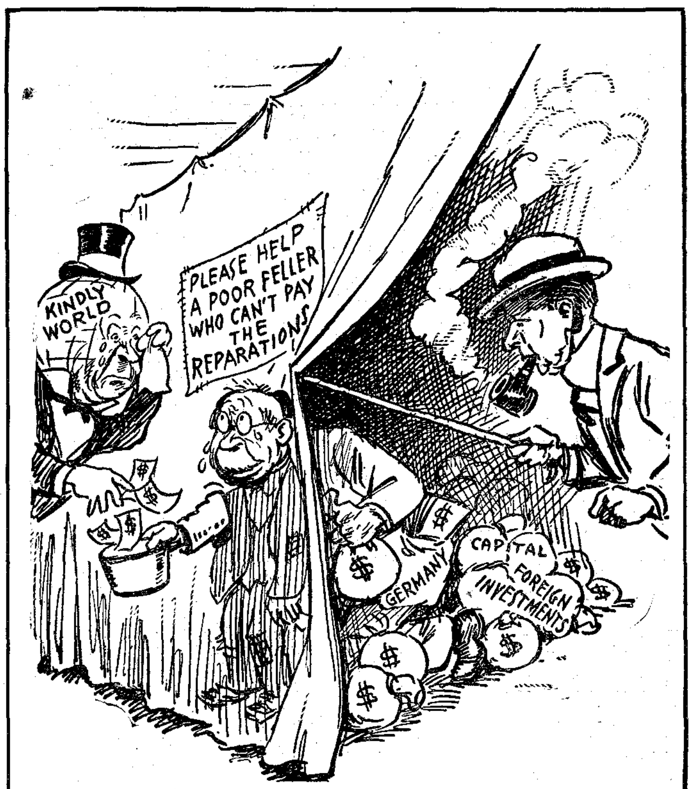
Prime Minister MacDonald's statement for the British Government reads as follows:

> "The Government attaches so much importance to the agreed recommendations which can be brought into immediate operation that it is prepared for its part to support the scheme in its entirety, provided all the other parties concerned are willing to take the same course, and on the 10th instant they communicate that view to the Governments concerned, including the United States of America."

When he made this announcement the Prime Minister was told by Stanley Baldwin, his predecessor in office and Conservative leader, that he would have with him in the policy thus declared the united support of the British people.

Why France accepts is set forth in a speech delivered by Premier Poincaré at a political dinner on April 15. In his opinion, the reports of the experts justify the French Ruhr policy; "they proved that in spite of all her denials Germany put herself into fraudulent bankruptcy, and that she is able to pay." The Premier said further:

> "Germany let escape 6,750,000,000 of gold marks. She holds at home the equal of 1,200,000,000 gold marks. She has not taxed herself as the Allied nations have been taxed. She has not ceased since 1919 the perfection of her equipment to better her railroad system, her communications, her ports and her canals. Her industries are organized for production on a scale superior to that before the war. The country is well gifted with natural resources, and has the means to exploit them. Her population is growing. Her agriculture is flourishing. Such are the declarations of the experts, and they add that Germany is in the position to resume a favored situation in world activity.
>
> "That is just what we said. That is just what Germany denied and just what many of our Allies refused to believe.
>
> "On the other hand, the inquiry was conducted entirely within the limits we laid down. It does not advocate a reduction of the total German debt, and thus reserves for us the possibility to connect, as we have always done, part of our claim with a settlement of interallied debts. It does not fix the capacity of Germany for the future, but it shows that this capacity will go on increasing. On these essential points the French thesis dominates.

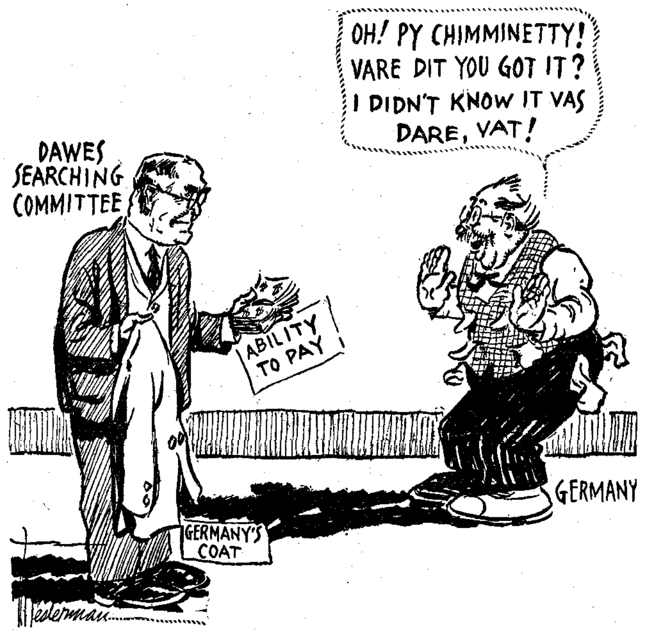

KINDLY WORLD
PLEASE HELP A POOR FELLER WHO CAN'T PAY THE REPARATIONS
$
GERMANY
CAPITAL FOREIGN INVESTMENTS
$

MR. DAWES LOOKS BEHIND THE CURTAIN

—Morris for the George Matthew Adams Service.

> "Finally, the payments and deliveries proposed for the next few years are very much above not only those which Germany said she could pay but those which Mr. Bonar Law foresaw before we entered the Ruhr. Our occupation, which has now become productive, has therefore had the double effect we hoped for, namely, of furnishing proofs to our Allies and constraint upon Germany.
>
> "The plan as a whole presumes the reestablishment of the economic and fiscal unity of the Reich. But it is not after a declaration of principle, it is not after lip service; it is only, as the experts expressly said, after the putting into execution by Germany of the plan that we can be asked to exchange our guaranties for others larger and more remunerative. There can be no question of our withdrawal from the Ruhr before payment of what is due us, and it can not be a question of loosening our hold without preserving means to reestablish it in case of need with sureness and rapidity.
>
> "France will seek loyally agreement with her Allies in the conviction that she will be serving not only her own cause, but that of her friends and of humanity."

The next step is foreshadowed in the Reparations Commission's demand that the German Government begin to prepare the laws which must be passed by the Reichstag in order to make the Dawes scheme effective. A good deal of preparatory work, of course, remarks Edwin L. James in a Paris dispatch to the New York *Times,* "remains to be accomplished, especially if


OH! PY CHIMMINETTY! VARE DIT YOU GOT IT? I DIDN'T KNOW IT VAS DARE, VAT!
DAWES SEARCHING COMMITTEE
ABILITY TO PAY
GERMANY
GERMANY'S COAT
Westerman

SURPRIZE! SURPRIZE! SURPRIZE!

—Westerman in the Columbus *Ohio State Journal.*

England or France undertake to discuss the interallied debts in connection with the new reparations scheme." It is said to be "generally estimated in Paris that final measures will be taken in June, if no untoward developments occur." We have before us, as Frank H. Simonds, who was recently in Europe, writes from Washington, "the most promising summer since the war." In one of his McClure Newspaper Syndicate dispatches, appearing in the New York *Herald Tribune*, he says that there are on the cards: "first, a conference between Poincaré and MacDonald clearing the way for a larger conference; finally, in some form, a general gathering to dispose of such troubled problems as interallied debts, so far as they apply to European nations, and the future functions of the League of Nations."

America's part in helping European recovery in line with the Dawes program is, we read on the financial page of *The Herald Tribune*, clearly set forth in the terms of the report:

> "These definitely establish the basis for important loans, and the operation of the plan will call for the absorption of a considerable amount of securities by the United States market. Beyond this, American representatives will presumably have a hand in the administration of the various controls recommended by the committee. A later influence of the scheme will almost certainly be to facilitate the funding of Allied indebtedness to the United States."

The Brooklyn *Eagle* hears through its Paris correspondent of certain "invisible" or "confidential" political recommendations of the Dawes Commission. One is of especial interest to Americans, says *The Eagle:*

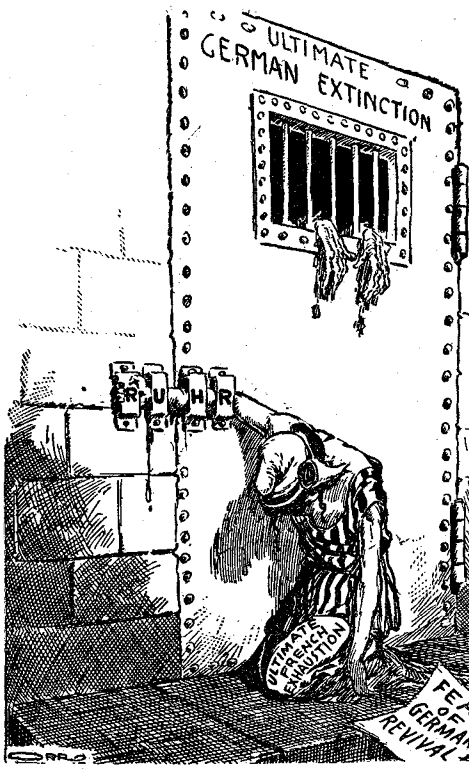
> "The proposal that an American whose name will elicit universal approval become the 'reparations czar,' the title already bestowed on the Commissioner-General provided under the Dawes report, is a practical political suggestion. Such an appointment would eliminate European jealousies. General Dawes himself would be a natural candidate for the post unless a banker like J. P. Morgan would be considered more eligible because of his technical experience with large credit and banking operations."

Then there is another matter which intimately concerns this country, argues the New York *Journal of Commerce.* "Nothing is clearer from a reading of the text of the report than the conclusion that it is very unlikely to meet with any success unless substantial loans are obtained from outside Germany." Now, most of this money must be raised in the United States; hence, says this editor, who is in close touch with the financial district, the responsibility of the success of the new reparations scheme "falls directly back on President Coolidge." That is:

> "The United States has undoubtedly a very important interest in this whole matter. That interest is not only general and humanitarian, but it is directly economic and practical. Financially speaking, the Administration has the gravest of responsibility to the possible buyer of foreign bonds. It must tell him what its own attitude will be in certain very obvious contingencies. President Harding was able to stave off the whole question during the short life of his Administration, being aided in this policy by the dissensions of the European countries. President Coolidge can not follow the policy of his predecessor in this regard, but must now say whether he expects to have part or not in protecting and developing our business with Europe and, if so, to what extent."

The question, "What does the reparations report of the American Commissioners mean for America?" is answered differently by George W. Hinman, in his Chicago letter in the financial section of the New York *American.* He quotes Paris correspondents who say it is understood in Europe that "America must take the lion's share" of the proposed $200,000,000 loan to Germany. This means, we are told, that while America would collect no war indemnity herself, she is expected not only to help France exact from Germany a "disastrous indemnity," "but to help Germany struggle to pay it," And then comes this paragraph of indignant protest:

> "To propose, then, to Americans that they should put more American money into this hotbed of warlike aggression; that they should do for foreign Armies and Governments what they will not do for their own; that they should pare down the cost of their coast defenses and reduce the size of their Navy to spare money for Frenchmen on the Rhine; that they should contribute indirectly to the devastated region of France what they fail to contribute to the desolated farm areas of the Northwest; that they should entangle more American investments and risk more American funds in a distant political quagmire, unfathomed and unexplored—to propose these courses and policies to the American people, after their recent experience with war debts and debtors, is to invite more future trouble for this nation than can be imagined from any other source, except war itself."



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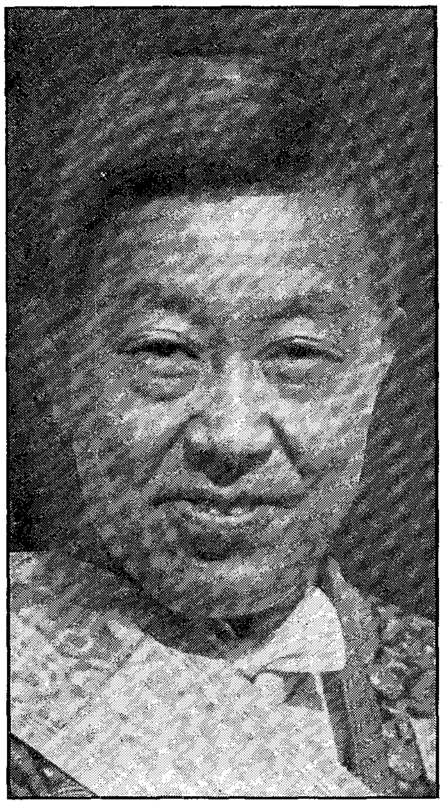
ANY ARRANGEMENT IS BETTER THAN THIS

—Orr in the Chicago *Tribune.*

CONGRESS FOR JAPANESE EXCLUSION

"SILENCE IS GOLDEN," says an old proverb. Apparently, however, notes the San Francisco *Chronicle,* the Japanese Ambassador at Washington was not familiar with the proverb when he sent his note of protest against the exclusion of Japanese, as provided in the immigration bill, to Secretary of State Hughes, mentioning incidentally that the passage of the bill would inevitably bring "grave consequences" upon the otherwise happy and mutually advantageous relations between the United States and Japan. The reply of the House of Representatives, sent within twenty-four hours, was to pass the bill containing the exclusion section 322 to 71, despite the advice of Secretary Hughes that Japan be placed on a quota basis, along with European nations. "Only two voices were raised against the Asiatic exclusion provision, and both of them were so weak that they failed even to draw a reply," says a Washington correspondent of Universal Service. Following this vote of more than four to one, the Senate three days later voted unanimously to bar all Japanese except ministers, members of the learned professions and arts, and students and their wives and children. Thus the Japanese situation "assumes the status of an international issue of first importance," observes a Washington correspondent of the Chicago *Tribune.*

The Japanese Ambassador's note to the Secretary of State, which seems to have stirred both the House of Representatives and the Senate to anger, or at least, to action, said, in part:



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"GRAVE CONSEQUENCES"

Are sure to follow the recent action of the Senate barring Japanese from the United States, believes Ambassador Hanihara. However, he doesn't seem to be at all downhearted about it.

"The gentlemen's agreement is an understanding with the United States Government by which the Japanese Government voluntarily undertook to adopt and enforce certain administrative measures designed to check the emigration to the United States of Japanese laborers. In return, the Japanese Government confidently trusts that the United States Government will recommend, if necessary, to the Congress to refrain from resorting to a measure that would seriously wound the proper susceptibilities of the Japanese nation.

"It is needless to add that it is not the intention of the Japanese Government to question the sovereign right of any country to regulate immigration to its own territories. Nor is it their desire to send their nationals to the countries where they are not wanted. The Japanese Government asks of the United States Government simply that proper consideration ordinarily given by one nation to the self-respect of another, which after all forms the basis of amicable international intercourse throughout the civilized world. It is indeed difficult to believe that it can be the intention of the people of your great country, who always stand for high principles of justice and fair play in the intercourse of nations, to resort—in order to secure the annual exclusion of 146 Japanese—to a measure which would not only seriously offend the just pride of a friendly nation.

"Relying upon the confidence you have been good enough to show me at all times, I have stated, or rather repeated all this to you very candidly and in a most friendly spirit, for I realize, as I believe you do, the grave consequences which the enactment of the measure retaining that particular provision would inevitably bring upon the otherwise happy and mutually advantageous relations between our two countries."

"This is the most insolent message this Government has ever received," declares the independent Seattle *Times* while the Sacramento *Bee* (Ind.) brands it as "an insult to the United States." And, asserts the New York *Commercial:*

"The country will back up the Senate in its rebuke to the Japanese Ambassador, even tho it may feel that the entire question of Japanese immigration has been bungled and given undue prominence. Assuming that the phrase 'grave consequences' was inadvertent, rather than intended, and that the Senate has been overly sensitive, there would still be no disposition in the country to repudiate the course that it followed.

"The Japanese Ambassador has bungled. The phrase he used is a recognized diplomatic form of ultimatum, and if it was not intended in its diplomatic sense it had no place in diplomatic correspondence. On the other hand, if it was used in its diplomatic sense, the position taken by the Senate is unassailable.

"However much this country, or a majority of the citizens of this country, may desire to respect the sensitiveness of the Japanese people in the matter of exclusion, they can not submit to dictation of their laws under any circumstances."

That, it may be remarked, is the point taken by dozens of editors throughout the country: that it is inconceivable that one nation "should try to dictate the policy of another in so purely a domestic matter as immigration," as the independent Washington *Star* puts it. "We welcome trade with Japan," admits the New York *American* and other Hearst papers, "but we assert the right to protect ourselves against a flood of Japanese immigrants incapable of assimilation." A case in point is cited by the Boston *Herald* (Ind. Rep.):

"We have all seen what has happened in Hawaii. The Japanese have supplanted the European stocks in all the great industrial activities. They would do so on our Pacific coast if we gave them a chance. The Chinese would long ago have done so but for the exclusion acts.

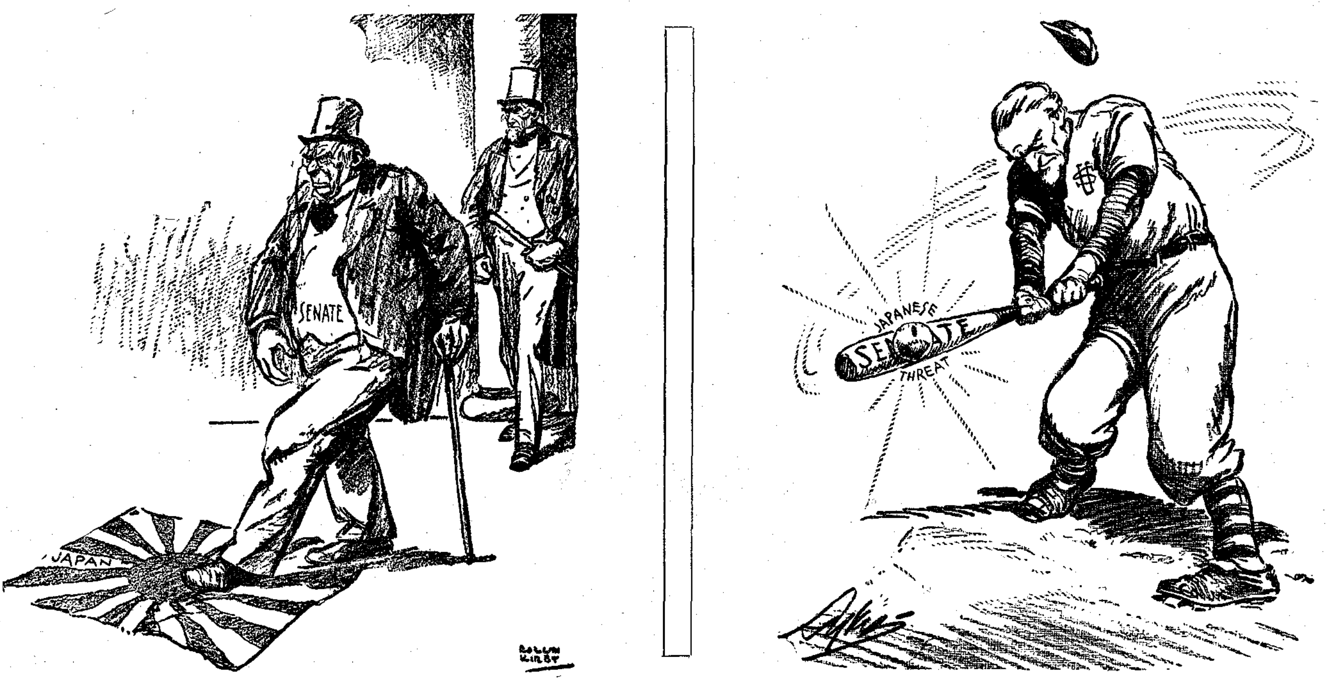
"The Japanese keep up a ceaseless propaganda here. They annex to their cause an astonishing number of American travelers who visit the Island empire, and come home ready to plead the Japanese cause on every occasion. But they do not get away from the great fundamentals that we have a right to retain this country for the Caucasian stock if we so desire."

In the opinion of the independent Kansas City *Star:*

"The Japanese protest against the proposed exclusion law shows a mistaken sensitiveness. The American policy is not based on the assumption of white superiority, or on contempt for the Asiatic. It is due to the recognition of the plain fact that two alien races with divergent standards of living can not live comfortably side by side. One is bound to displace the other.

"An American worker, with the American standard of living, can not compete with a Japanese worker with the Japanese standard of living."

"The real basis of the Japanese grievance is that the Japanese are placed in one general category with the very nations against which Japan itself discriminates, and to which it claims superiority," remarks the Portland *Oregonian* (Ind. Rep.). "It is only in the mind of the Japanese that there is discrimination against them," agrees another Pacific coast paper, the independent San Francisco *Bulletin,* "for the provision in the immigration bill to which they object does not mention them specifically, but includes all Asiatics." And, points out the Los Angeles



STOP!
—Kirby in the New York *World*.

A SOLID WALLOP
—Sykes in the Philadelphia *Evening Public Ledger*.

CARTOON VIEWS OF THE ANTI-JAPANESE VOTE

Times (Ind. Rep.), "there are strong economic and racial reasons why they should be barred." "The crux of this matter," explains the independent Cincinnati *Enquirer*, "is that the United States, like Canada and Australia, must be kept a white man's country."

As Representative Johnson (Rep., Wash.), Chairman of the Immigration Committee and author of the measure protested by the Japanese Ambassador, says:

> "No quota is set up for Japan, or for China, Korea, Manchuria, India, Ceylon, Java, or any other country of the Far East. Why should Japan have preference over sister countries in the Orient?"

As the case against Japanese immigration is summed up by the Chicago *Tribune* (Ind. Rep.):

> "The industry, ability, and thrift of the Japanese have put many American farmers and small tradesmen out of business. Do we want that to continue? Do we want Japan to dictate to us what laws we shall pass for the protection and benefit of Americans?"

"But why irritate Japan needlessly?" asks the independent Detroit *News*. "Why make a wound that will require years to heal?" asks the Albany *Knickerbocker Press* (Ind. Rep.). "There is no need for Congress to ride roughshod over an amicable agreement of years' standing, flouting the reasonable objections of the State Department," contends the New York *Herald Tribune* (Ind. Rep.). Now, fears the Richmond *News-Leader* (Ind. Dem.), "with the Japanese formally denied admission, the 'underground' route will be used. More undesirables will come into the country than would have come under the gentlemen's agreement." As far back as February Secretary of State Hughes put himself on record as believing the exclusion provision of the Johnson bill was "quite unnecessary, even for the purpose for which it is devised." In fact, reports Carter Field, Washington correspondent of *The Herald Tribune*, "in Administration circles the view is taken that the Senate and House have done a foolish thing in recording their objections to further Japanese immigration." Continues this writer:

> "The position of the American State Department is that you reach the same measure of control through an obligation of a government to carry out its agreement to refuse passports as you do in establishing a quota. By refusing citizens passports, it is maintained, a bar against their coming in at all is created.
>
> "Responsible officials take the view that it is necessary for the United States to maintain an atmosphere of friendship in the Far East if American interests are properly to be safeguarded. The remoteness of the Oriental countries to the United States was pointed to as an important element to be taken into consideration in perpetuating peaceful relations between the United States and Japan."

Besides, Japan is "not without weapons to uphold her cause," warns the Troy *Record*. "She can insist upon the withdrawal of valuable American investments upon the threat of overwhelming taxation."

Most of the editorial broadsides that take Japan's side, however, seem to be aimed at the Senate and House. "It is such unstatesmanlike acts as this vote to exclude Japanese," avers the independent New Haven *Journal-Courier*, "that are breeding the opinion that the American Congress is a failure." And to the independent Springfield *Republican*—

> "Japanese exclusion legislation is an excellent illustration of the harm that may be done because we are without a responsible Government. Congress has no leadership, and no one party controls it. The Secretary of State has no influence with it. In such a serious matter of international good-will the advice of the Secretary should be heeded; yet a small minority of Pacific coast and Rocky Mountain Senators and Representatives are imposing their will on the enormous majority of the people who live in the rest of the United States."

The Root-Takahira "gentlemen's agreement," which the Senate by its action virtually abrogates, provides as follows, according to the Washington *Post's* summary:

> "First, Japan, of her own accord, will refrain from issuing passports to Japanese laborers desiring to enter territories contiguous to continental United States, such as Mexico or Canada.
>
> "Second. Japan will recognize the right of the United States to refuse the admission to continental United States of Japanese of the laboring class whose passports do not include continental United States.
>
> "Third. Japan will issue passports to continental United States only for Japanese of the following three classes: (1) nonlaborers, such as travelers, business-men, financiers, etc.; (2) Japanese, whether laborers or nonlaborers, who have already become domiciled in continental United States; (4) Japanese, who have acquired farming interests in continental United States and who wish to return there to take active control of these interests."

HUNGARY'S NEW YANKEE FINANCIAL RULER

A PLAIN OLD-FASHIONED YANKEE LAWYER, instead of a Southern banker, is to apply New England horse-sense and State Street (Boston) legal training in rehabilitating Hungarian finances. According to Louis Lyons, writing in the Boston *Globe*, this Yankee, Jeremiah Smith, Jr., former football manager at Harvard and descendant of Revolutionary forbears, is to be "the Herbert Hoover, General Dawes and Secretary Mellon of this feudal republic." In an Associated Press dispatch from Geneva, we are told that Mr. Smith "has been formally appointed League of Nations High Commissioner for Hungary, taking the position which W. P. G. Harding was unable to accept, owing to ill-health." From Budapest we learn that the appointment "is greeted in commercial, financial, and political circles with the greatest satisfaction." From other sources we are assured that there is no doubt of Mr. Smith's thorough qualifications for this delicate and important post, one of them being that he was a captain on the staff of General Dawes in France. As Mr. Lyons writes in the new financial dictator's home-town paper:

Keystone View photograph

THE NEW ENGLAND YANKEE

Jeremiah Smith, Jr., Hungary's new financial dictator, who, in the words of the Boston *Globe*, "can come down to brass tacks, win his point, and still keep the good-will of the other fellow."

"'Jerry' Smith, as Harvard knew him in 1890, when he was manager of the Crimson football, is going to Europe because the League of Nations has undertaken to save Hungary as it saved Austria.

"He is not wholly new to the task of balancing foreign budgets. He was a classmate of Thomas W. Lamont, and he trained with General Dawes in the A. E. F. He helped organize the Chinese Consortium, and he sat in on the adjustment of the Mexican national debt two years ago.

"The program for Hungary is essentially that which worked like a charm in Austria, but Hungary is called a better prospect than Austria was, for Hungary is a self-supporting, agricultural country. Jeremiah Smith's job in Budapest will be infinitely easier because of what Albert Zimmerman has done in Vienna. First there had to be drastic retrenchment. Zimmerman held the keys of the independent banks of issue, and the Government fired 70,000 job-holders. The ceaseless printing-presses were stopt from turning out more worthless currency. The Allies were persuaded to grant a moratorium to give their bankrupt creditor a chance. Taxation was increased; the railroads reorganized; government consolidated. The American portion of the $130,000,000 loan was oversubscribed within fifteen minutes of the time the Morgan firm opened their books for it.

"The reconstruction of Austria was a triumph of economic need over selfish nationalism. It will take an even harder fight to stamp out selfish nationalism in impulsive, haughty Hungary. But the retrieving of Hungary's financial stability is well under way. The Allies have submitted to the postponement of most of the reparations until after the budget-reform period. Hungary has begun her budget-control program. Her independent bank is in operation, and she has borrowed the necessary funds to stabilize her currency for the period of reform. The necessary liquid capital to develop the Hungarian natural resources must come through natural and private channels under the attraction of the economic prospects of Hungary.

"Hungary's real danger, once her budget balances again, is in her social order. The rich valley of the Blue Danube is the strangest land in Europe, hardly European at all, tho it was the outpost and buffer for European civilization for centuries against the inundating hordes of Asia.

"Tho the proud agrarian aristocracy has gone broke, it remains an idle, swashbuckling junker class, keeping nearly exclusive political control, denying citizenship privileges to the masses, holding labor in abject servility, failing to develop any adequate industrial supplement to their basic agriculture—still living in the age of Attila. There is almost no middle class except the persecuted Jews—six per cent. of the population—who count practically all the socially literate in this medieval nation."

Lincoln Eyre, a well-known foreign correspondent, writes to the New York *Herald*, that "Hungary is stunned and sore from the beatings received by the Allies, by the Peace Treaty, by terrors 'Red' and 'White,' by political chaos and economic disintegration. That is why the Magyar people are bowing to foreign control to keep their battered civilization alive." Unfortunately, however, continues this writer:

"There is in Hungary, as in Germany, an irreconcilable faction bitterly opposed to any sacrifice of national pride, passionately devoted to their ultra-nationalistic ideal which rejects as unworthy of the race any concession to, or compromise with, alien Powers. These fanatics of patriotism impatiently brush aside such unpleasant facts as State bankruptcy, adverse trade balances, fast-growing unemployment, farms running to seed for lack of fertilizer and implements, and the menace of starvation.

"The Commissioner-General will stand guard over Hungarian revenues and expenditures as the mandatory of the League of Nations. The League's financial committee holds, however, that an advance of $50,000,000 is enough to tide over the deficit until the budget is balanced. This is just half what the Hungarian Government asked and only about 40 per cent. of the amount granted Austria (630,000,000 gold crowns). However, Hungary is given two and a half years to regain her equilibrium, six months more than Austria got. On the other hand, Hungarian reparations payments will not be allowed to lapse altogether, but will be limited to about $2,000,000 yearly, largely in coal deliveries.

"The extent of the budgetary deficit may be realized through the declaration of Hungary's Premier, Count Bethlen, that even with the help of the League of Nations loan, revenues from taxation would have to be doubled if the budget were to be balanced within two and a half years. . . .

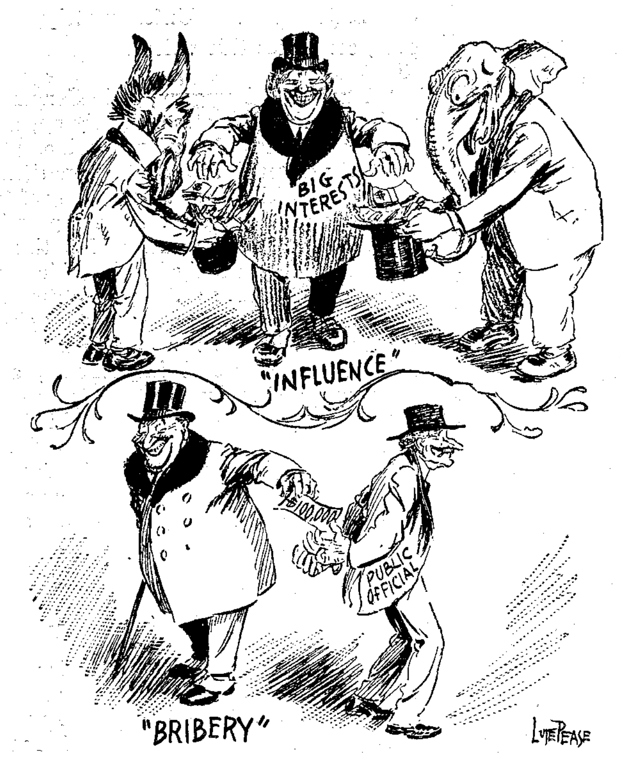
"Of far graver concern is the unemployment question. There being no compulsory labor exchanges, statistics on the number of persons out of work are lacking. It is conceded officially, however, that conditions are two and a half times worse than last year, and that the army of the jobless is growing fast in the country as well as in the cities. Since the farm laborers are much more numerous in Hungary than the factory hands there must be fully 125,000 persons seeking work, a number proportionately larger than that recorded at any time in Austria except during the two or three months of the deflation crisis at the beginning of last year.

"The question of a reduction in administrative expenditures is less acute here than it was in Austria. There are about 150,000 State employees, including the Army, of which 57,000 are employed in productive State enterprises.

"The outside world is under the impression that the dynastic question is one of great moment to the Magyars. During my stay here I have gathered that this is not at all the case. Hungary is stanchly devoted to the monarchy and to the Hapsburg dynasty, but nobody is keen to supplant the Regent with a King just at present. The Emperor Charles's ill-fated attempts at recovering the crown of St. Stephen showed his Hungarian subjects how perilous it would be to put a Hapsburg on the throne nowadays. Consequently there seems every likelihood of Admiral Horthy continuing to serve as steward for exiled royalty for some time to come."

TO PURGE POLITICAL PARTIES OF PELF

A TANGIBLE AND CONSTRUCTIVE RESULT from the investigations in Washington, chiefly because of Senator Borah's recent indictment of large campaign contributions in national elections, "will be the checking of the unwholesome practise indulged in by both major parties of soliciting large sums from rich men who have an interest in pending legislation, and who quite naturally expect special consideration later on." At least, such is the prediction of the Manchester *Union.* Already, we are told, a movement is on foot in Congress to end by law huge campaign expenditures and secret contributions to party funds, and to do it in time to apply to the Presidential election this year. Moreover, a "spokesman for the President" is quoted in the Philadelphia *Inquirer* as saying this action and the Borah utterance meet with the hearty approval of President Coolidge, "who wants a campaign that will appeal to the people to aid in ridding the Government of all taint of corruption."



ACTS AT LEAST AKIN

—Pease in the Newark *News.*

Senator Borah, of Idaho, is a Republican, yet Senator McKellar (Dem., Tenn.) agrees with him as to campaign contributions when he says in a recent New York *Times* article: "This campaign contribution habit has grown to be an evil which must be eliminated if we are to have honest government. The big contribution is wrong in principle, and it makes no difference to which political party the money is given. The only purpose of such gifts is to obtain favors." Referring to the report made by the Kenyon committee, which investigated campaign expenditures for 1920, Senator McKellar declares that—

> "Republican National and Congressional Committees expended in the regular election $6,022,678.66. The Democratic National and Congressional Committee spent $1,349,447.07. The forty-eight Republican State Committees spent an aggregate of $2,078,060.55. The forty-eight Democratic State Committees spent $888,323.64. The total spent by the Republicans was $8,100,738.21, and the Democratic total was $2,237,750.71.
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> "These figures do not include the expenditures of the county and other local committees. To these sums must be added a $1,600,000 deficit by the Republican Committee, making the grand total spent by them in the 1920 regular election the enormous sum of $9,700,738.21. There must also be added a $300,000 deficit by the Democratic Committee, making the grand total spent by them $2,537,750.71.
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> "These enormous sums of money are too much to be spent in any national campaign. The Democratic sum was entirely too large. The Republican total was practically four times as bad. The expenditure in either case constitutes a stigma upon popular government, and steps should be taken by the Congress to minimize the expenditures to actually necessary expenses.
>
> "The sums spent in the regular election, however large they were, were not all that was spent in the 1920 campaign. From the same report of Senator Kenyon's committee, in the Republican preconvention campaigns, it was shown there were spent for Calvin Coolidge, $68,375; for Senator Harding, $113,109; for Herbert Hoover, $173,542; for Hiram Johnson, $195,395; for Gov. Frank O. Lowden, $314,984; and for General Wood $1,173,303. On the Democratic side Mitchell Palmer spent $59,610; Governor Cox, $22,000, and other Democrats insignificant sums.
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> "The system is bad. It is fraught with evil for this Republic. A large contributor to the campaign fund necessarily expects to receive attention and consideration after the election is over."

We have at present a law which requires publication of campaign funds received and expended during a campaign, say Washington correspondents, but this law does not require publicity after an election. As a consequence, each party usually incurs a "deficit," which is made up after the election without undue publicity, as was revealed in testimony before investigating committees in Washington. Senator Borah would put "teeth" into a law which permits evasion of this sort. As the Senator from Idaho pointed out in his address before the Students' Law Enforcement Convention in Washington:

> "The Government deals with all the vast concerns of business—commercial, railroads, ships, oil, tariffs—and it is intolerable that political parties accept vast contributions from those vitally interested in these matters. It is still worse for the parties to go out and solicit contributions from such individuals. Both political parties have for years placed themselves in an indefensible position in these matters.
>
> "It all leads to that sinister and subtle influence which does more to break down representative government than any specific instance of open bribe. Besides the open bribe follows inevitably as a result of the former practise. So long as political parties seeking control of the Government accept vast contributions from those who are interested in matters of legislation or administration there will be sinister and corrupt and controlled Government."

"Campaign contributions of this sort are hardly less than out-and-out bribes," agrees the Columbus *Ohio State Journal,* and, we are reminded by the Nashville *Banner,* "this country in the management of its political affairs must avoid not only evil, but also the appearance of evil." "Practical politicians may sneer at Senator Borah's criticism of huge campaign contributions," observes the New York *Evening World,* "but the public knows that in nine cases out of ten the contributors understand they are buying an interest in government."

The time for such an arraignment of present political practises could not have been better chosen, several editors agree. We are about to enter upon a Presidential campaign, in which money in large amounts will be needed by both parties. There is also a possibility a third party will cause a deadlock in the electoral college, according to Washington correspondents. Senator Borah, therefore, has, at an opportune time, "given the leaders of both parties something to think about," notes the Memphis *Commercial Appeal.* "He has put a sure finger on causes and practises which have a sinister and subtle influence in lowering the nation's moral tone," in the opinion of the Rochester *Democrat and Chronicle,* "but he does not get hysterical." Thus, we are told by the Richmond *Times-Dispatch,* "he demonstrates admirably the difference between a real statesman and a claptrap politician." As the Newark *News* remarks:

"So long as parties depend on 'angels' for the sinews of war in their campaigns, just so long do they incur debts that have to be paid off once they are returned to power.

"The Socialists know better than that. They get their funds by the assessment of moderate but regular dues, the receipt for which is a certificate of party standing."

"No minor criticism of Senator Borah's speech should be permitted to obscure its major excellencies, for the entire effect of what he said is wholesome," maintains the New York *Times*. But there is another side to the question. For—

"It must be admitted that large amounts of money are necessary in managing a nation-wide campaign. The multiplication of primary elections, with their necessarily heavy expenditures, together with the granting of the suffrage to women, has directly tended to increase the outlay.

"Campaign expenditures, even when confined to those that are strictly legitimate, have enormously increased in recent years. This is partly due to the enlargement of the electorate. It is also in part to be accounted for by the cost of filing independent or even party certificates, the great increase in the expense of sending out election matter, holding meetings, and so forth. Not all this outlay can be called demoralizing or corrupting. Strike from the party accounts every item that looks suspicious, and still there would be left a long list of expenditures that would have to be met if the campaign were to be conducted efficiently. If members of the party are not to be allowed to contribute, as they are compelled to pay income taxes, according to their ability, how are the necessary campaign funds to be secured? Senator Borah does not say."

This is likewise the burden of a Boston *Transcript* editorial, for, in the opinion of this paper, "the necessity of heavy expenditure, under present conditions, is going to remain." And the Milwaukee *Journal* agrees that—

"Senator Borah offers no particular means of preventing acceptance of big campaign contributions. Presumably he has in mind a stringent corrupt practises law, for his name in the past has been connected with movements for such a law. Senator Borah, however, has seen enough of the world to know that you can't make men honest public officials by law."

What alternatives or remedies, then, are there? What means of controlling the campaign "bar'l"? It is far from being a simple problem, avers the Norfolk *Virginian-Pilot*, for—

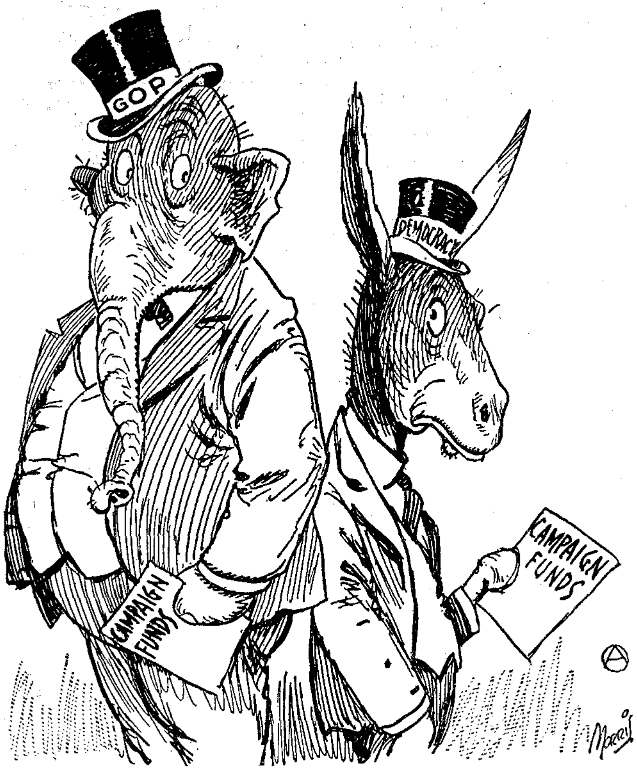
"Ours has always been, is now, and is likely to remain for some time to come, a government by two great parties. In the absence of a poll tax or property levy, these parties must be financed by voluntary contributions. In honest party politics, as in honest government, the principle seems sound that men ought to give according to their means—the poor man a dollar, the rich man a thousand, perhaps more. The problem is where to draw the line and how?"

"Mr. Bryan, whose restless mind is ever working in the public interest," replies the Philadelphia *Inquirer*, "would have the Government pay the campaign expenses of candidates for public office." But, remarks the "colyumist" of that paper, under such an arrangement "Bryan could run for anything at any time, and it wouldn't cost him a cent!" The Minneapolis *Journal*, too, considers the Bryan plan "foolishly Utopian, if not absolutely impracticable." But, it goes on, "who has a real solution?" "Efforts to write effective corrupt practises acts have been made seriously for more than two decades," we are informed by the Baltimore *Sun*, "but results have always been unsatisfactory." As the Chicago *Tribune* sees the situation, however, "there are several alternatives to present practises," even tho they may have their drawbacks. Says *The Tribune:*

"One is the reduction of campaign funds to a minimum such as is ordinarily provided by small individual contributors. That means no improper influence of money upon the successful candidate or party. But it also means inability to hire halls and arrange meetings whereby candidates can acquaint the voters with their policies, purposes, and characters. It means inability to distribute campaign literature discussing the issues so that the intelligent voter may have the information upon which to make decision. It means inability to circulate advertisements to that same end. It means inability of candidates to travel and meet the citizens whose votes they seek. It means inability to hire watchers at the polls, etc., to prevent fraud. Altogether it is a distinct loss to popular democratic government.

"In such circumstances only the rich man, who can finance his own campaign, would be able to run for office. Or, otherwise, it would be necessary to pay such high salaries as would permit the office-holder to renew his campaign every two, four, or six years. Those who protest against indiscriminate acceptance of campaign contributions would do well to look at such alternatives.

"There is still another, and the best way out—if the public is willing to adopt it. It is by the financing of legitimate campaigns through small contributions from a great number of voters. That would serve several purposes—all good. It would give the contributor a more direct personal interest in obtaining good officials. It would promote wider and more accurate information concerning candidates and policies. It would open politics and office-holding to many good citizens otherwise barred by expense. It would relieve the successful candidate or party of any special obligation to any rich and selfish individual or corporation. It would make for independence and purity in public life.



A STICKER

Both: "How can I get my campaign contributions and not be subject to investigation?"

—Morris for the George Matthew Adams Service.

"If 75,000 Republicans had each contributed $1 to the Republican campaign fund four years ago, Harry F. Sinclair would never have had the opportunity to pay $75,000 to wipe out a deficit after the election. If 75,000 Democrats had done as much, E. L. Doheny would never have been called upon to contribute $75,000 to the Democratic Committee."

And citizens may as well contribute to campaign expenses directly, we gather from a Cleveland *Plain Dealer* editorial, which believes that—

"Taxpayers should not deceive themselves into thinking that these great campaign gifts come from anybody's pocket but their own. Men do not spend thousands upon thousands for party success without expecting something substantial in return. The return comes indirectly, but no less surely, from the hard-earned accumulation of men and women who must struggle for a living."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

The war filled the world with junk and the peace is filling it with bunk.—*Columbia Record.*

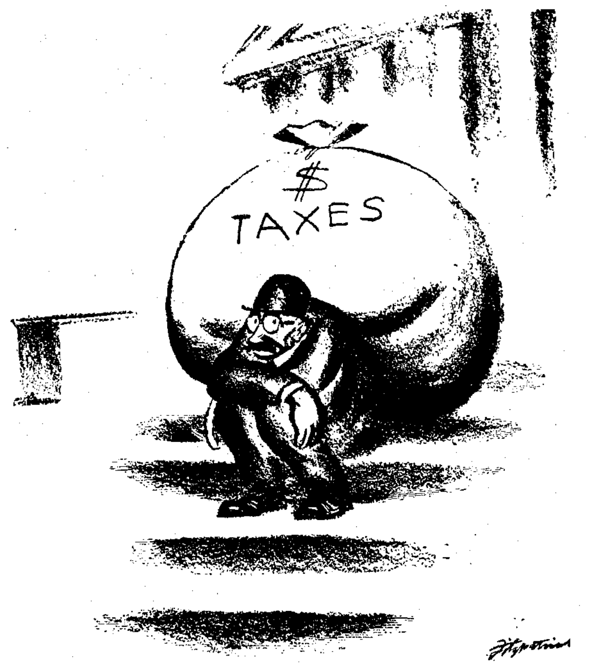
A French ace is going into politics. Where the jack is, no doubt.—*Louisville Courier-Journal.*

Fortunately, the Dawes report is exempt from the advice and consent of the Senate.—*Dallas News.*

There is a marked discrepancy between "dry" prophets and "wet" profits.—*Washington Post.*

Attorney-General Stone is fond of fishing. We hoped he was a big-game hunter.—*South Bend Tribune.*

London Opinion says a new sculpture group symbolizing labor is "of a striking design." Yet they call it a great work.—*Tacoma Ledger.*



KEEP COOL WITH CONGRESS

—Fitzpatrick in the St. Louis *Post-Dispatch.*

Jim Reed's bee must have been a hornet.—*Dallas News.*

You can't be a howling success by simply howling.—*Charleston Gazette.*

It doesn't take long for easy money to become uneasy money.—*Columbia Record.*

A man selling oil stock may be conducting a hole sale business.—*Louisville Times.*

More life sentences are needed for matrimony and for murder.—*Asheville Times.*

The new disarmament problem is that of disarming popular suspicion.—*Washington Star.*

The first broadcasting set, you will remember, was made of a rib.—*Palatka (Fla) News.*

Reparations for war seem to be the indispensable condition of preparations for peace. —*Troy Times.*

The Senate by placing an impost on radios has put a tax on air. Now let the rest of us get together and demand that it include hot air.—*Philadelphia North American.*

If Germany were not so firm in belief that it pays to hate, it would not so hate to pay.—*Washington Post.*

Convictions are the things a candidate has after he discovers how the voters feel on the subject.—*Key West (Fla.) Citizen.*

We often wondered what became of all the old corkscrews and now we find that some of them have been made into politicians.—*Charleston Gazette.*

The keynoters would change their manner of sounding the note if they knew that the public was only noting the sound.—*Norfolk Virginian-Pilot.*

John Barleycorn's grave is about the only one the Senate ghouls haven't gone into; no doubt because they know he is not there.—*Cleveland Times and Commercial.*

The United States Senate has declared that the air is the inalienable property of the people. Is that to be regarded as a first step toward taxing it?—*Detroit Free Press.*

Returns from the Wisconsin primary, which show a strong leaning toward Al Smith for President, indicate that Milwaukee has hopes of becoming famous again.—*St. Joseph News-Press.*

Secretary of the Navy Wilbur still holds the hitch-kick record at the Naval Academy, which fact might be called to the attention of oil magnates likely to call at his office seeking leases. —*Grand Rapids Herald.*

Members of Congress are at last waking up to the fact that it's acts or ax.—*Washington Post.*

Well, Senator Wheeler certainly got action out of the enforcement branch at last.—*Dallas News.*

It's pretty hard to strike a keynote that will bring melody from a pile of oil-cans.—*Pittsburgh Sun.*

The strange part is that Doc Cook and Ponzi haven't been called to testify.—*Associated Editors (Chicago).*

Mr. Bryan observed Be Kind to Animals Week by patting local dark horses here and there.—*Detroit News.*

The United States dollar seems to have taken the place of Esperanto as the universal language.—*Little Rock Arkansas Gazette.*

Looking at it from another angle, mud thrown is ground lost.—*Detroit News.*

Suggested slogan for G. O. P. campaign—The Full Oil Can.—*New York World.*

Some frivolous citizen suggests Houdini for a Cabinet position.—*Tacoma Ledger.*

Some of these favorite sons show how blind maternal love really is.—*Asheville Times.*

The Ship of State, now experiencing stormy seas, has taken on some Stone ballast.—*Tampa Tribune.*

Henry seems convinced the only way out of the Shoals is via a Ford.—*Philadelphia North American.*

That "little green house in K Street," seems to have been more or less of a long green house.—*Columbia Record.*

A California court has decided a pedestrian has a right to walk in the middle of the road. For that matter, there is no specific provision in the law against walking off a roof.—*Detroit News.*

Senator Borah is getting more radical every day. His notion now is that Congress ought to go to work.—*Macon Telegraph.*

It takes an income of six figures to get a man in the rotogravure section, but one figure will get a girl there.—*Peoria Star.*

The American ideal in politics is to do nothing yourself, and investigate everything the other fellow does.—*Columbia Record.*

The keynote of the G. O. P. campaign seems to be that "terrible mistakes" were made, but it was a crime to find them out.—*New York World.*

Those rebels in Honduras picked a poor time to have a revolution, with all the things that are demanding our attention in Washington.—*Dayton News.*

Democrats explain that Doheny's contribution to them was only $34,000. Now we understand why they started out to get him.—*Philadelphia North American.*

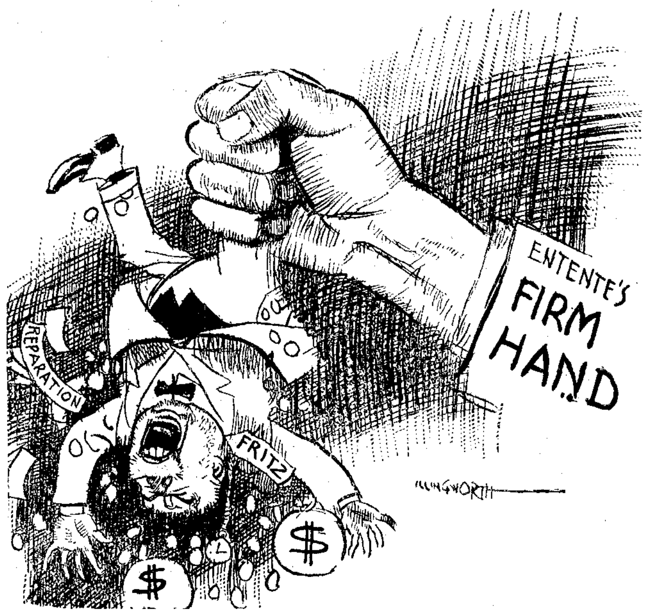
A diplomat is a man who knows why it is insulting to keep Japs out of America and not insulting to keep Koreans out of Japan.—*Woodstock (Ont.) Sentinel Review.*

The Army has decided to substitute the vacuum-cleaner for the currycomb in the grooming of mules. It is thought that peace-time casualties will be greatly reduced by this step.—*Cleveland Plain Dealer.*

FOREIGN - COMMENT

FOREIGN FLASHES ON THE DAWES REPORT

GERMANY'S DECISION to accept the report of the Dawes Committee on reparations, which, according to Berlin dispatches, means their willingness to cooperate in the plans proposed by the experts, gives interest to foreign reactions toward the document which is expected to lead Europe out of the "devastating peace" that followed war. The German plan, we learn further, is to send a mission to Paris to negotiate details for the settlement of the reparations way of procedure. Of significance to many is the fact that Germany's acceptance represents a complete accord between the Central Government and the Federated States, and it is noted particularly that even the Bavarian Premier Von Knilling and Premier Brandenstein of Mecklenburg-Schwerin, both extreme Nationalists, were "willing."



THE FIRM HAND AT LAST

The only way to get money out of Germany.

—*The Western Mail* (Cardiff).

It is said that one objection to the report was that it does not fix the total reparations sum which Germany must pay, but we are told that this point was successfully parried by Foreign Minister Stresemann. Some important questions which the Dawes report covers, writes T. R. Ybarra, Berlin correspondent of the New York *Times*, do not come under the jurisdiction of the Reparations Commission in the opinion of the German Government and must be submitted, they contend, to the highest council in the Entente States. The German Government means, we are told, questions of a political and military nature, which are nevertheless closely connected with the possibility for Germany to pay, and a semi-official statement reads: "It is necessary, therefore, that Germany be able to negotiate directly with the different cabinets represented in the highest council of the Entente States." It is obvious, according to this informant, that the main point in this connection is the evacuation of the Ruhr, about which this correspondent quotes a German publicist as follows:

> "It goes without saying that Poincaré wishes to remain in the Ruhr. Nevertheless he finds himself compelled to assent to the Dawes report which makes a solution of the reparations problem dependent on the restoration of Germany's economic sovereignty. Only German political fools and demagogs can help Poincaré out of this blind alley. If now Poincaré should declare that evacuation could only take place in proportion as Germany makes payments, this would be in direct contradiction to the Dawes report, which states that if the present state of affairs continues and the economic rights of any part of Germany be interfered with, there can be no permanent stabilization of her currency nor internal or foreign loans. Poincaré may say he had not interpreted the report thus. We Germans need not interpret it—its text suffices for us."

It is reported also in Berlin press dispatches that an additional reservation the Germans wish to make, besides the evacuation of the Ruhr, is a demand that the first year's payment should come entirely out of the international loan, and that the 2,500,000,000 gold marks payment after four years should be cut.

Altho he is dead and gone, much attention has been drawn to an interview accorded the Paris *Journal des Débats* by Hugo Stinnes shortly before his demise, in which he gave it as his personal opinion that Germany could not pay any excessive sums of money, and he added:

> "Properly to solve the reparations problem we must begin by learning what one country is able to deliver and what the other countries need. France, Italy and Belgium can use coal, coke and chemical products. Germany can supply all these. . . . There are two ways out of the present situation. The one is by war and still greater devastation. The other is by working for peace and by a practicable agreement between Germany and France which can not always be enemies. My endeavor is along the second path."

In France, the Paris *Matin* calls attention to the fact that the reparations experts were not asked or permitted to fix the total of reparations, but were required to answer two questions, namely: "Can Germany pay?" and "How much can she pay each year?" This daily proceeds:

> "To these two questions the experts have responded positively and clearly. They have said Germany can pay and how much she can pay annually. Not only did they answer the question but they have constructed a machine for payments which is a remarkable piece of clockwork. . . .
>
> "Force is a word we do not like to write, but which always comes to the point of our pen when we write about Germany. It is thanks to force, symbolized by occupation of the Ruhr, that we obtained this experts' report. Do we have to use force to put it in operation?"

The Paris *Journal des Débats* asserts that the experts' report "contains a declaration which France has been making for two years about the economic and financial policy of Germany," and this newspaper concludes that Germany has no longer any excuse to evade payment and ought to be glad "to accept the favorable opportunity given her to acquit herself." The Paris *Intransigeant* avers that the experts have "uncovered Germany's effort to fool the world," and believes the next work of the Allies is to "remain constantly vigilant to prevent her cheating again." The Paris *Temps* maintains that no "stronger approval of French policy has ever been given" than the Dawes report, which, it says, the French Army is ready to back if necessary. "Conscientious and careful inquiry," this semi-official organ goes on to say, established the fact that Germany "can pay large sums without any danger of sinking into poverty, without unbalancing her budget, or ruining her money."

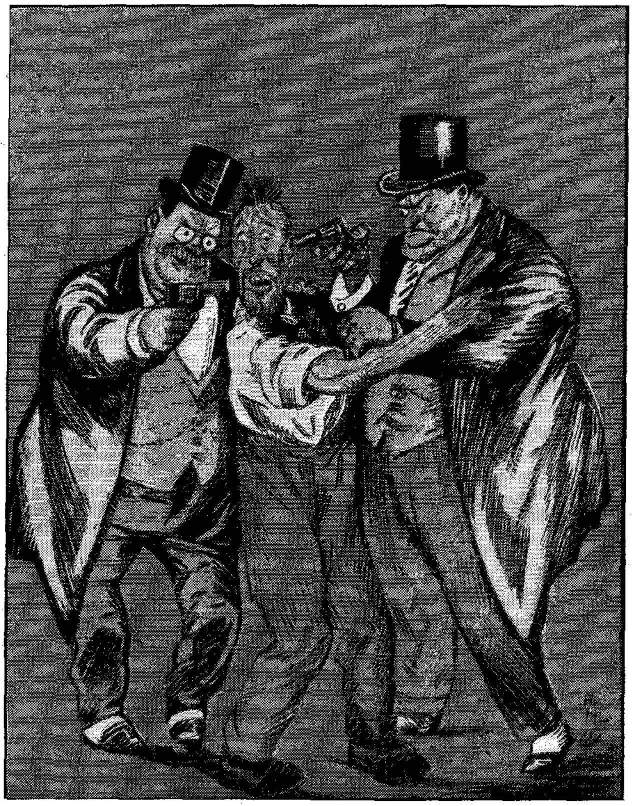
At the same time the *Temps* tells us that Germany has used all the credits possible for her to create by printing the limit of rentenmarks and becoming dependent upon the London bankers who backed Dr. Hjalmar Schacht, the head of the Reichsbank. Therefore, it tells us that the decision of the German Government really lay with London bankers. On this point, the Paris correspondent of the New York *World* informs us that it was believed in Paris the Germans would have to accept the experts' report "if for no other reason than that the British financial world considered it desirable," and he adds:

> "It was foreseen in circles close to the experts that the British would immediately begin to play a dominating rôle in German financial life through British loans to the Schacht bank, which will be incorporated into the new bank of issue. As the experts decided, and the Reparations Commission accepted by its blanket approval, the new bank of issue is not to be a gold bank, which will inevitably make it a pound-sterling bank."

In England, the London *Times* finds two remarkable features in the report which "should be immediately emphasized," and it continues:

> "The first is that the annual reparations payments appear to be reasonable; the second is that the occupation of the Ruhr is, throughout the report, explicitly condemned from an economic point of view.
>
> "Again and again the experts declare that the German budget can be balanced, and their scheme . . . can be put into effective operation only on condition that the economic and fiscal unity of the Reich is maintained, and that there is free intercommunication between all sections of the German Federation."

A different note is struck by a constant defender of France and Belgium among English newspapers. Thus the London *Daily Mail* thinks that everything now depends on "German good faith." It asks why Germany is to receive a large foreign loan when the McKenna report estimates her advances abroad at £400,000,000 and draws attention to the fact that no sanctions have been suggested to force Germany to act fairly. Finally, it believes that: "The most satisfactory feature of the scheme is that there is nothing in it to prevent France from retaining her occupation of the Ruhr, which to-day is Europe's chief safeguard against a renewal of the war of 1914." The London *Daily Telegraph* declares that Germany must recover economic and fiscal control of the Ruhr, and also that she must play fair with the Allies, yet it finds that: "The report, of course, settles nothing, binds nobody and there are obstacles enough still in the path toward the European settlement." Brussels dispatches report Premier Theunis as saying in a speech in the Chamber that the conclusions of the experts are "of good augury, and justify the hope that they will help us to emerge at last from the very difficult period through which we have passed."



AN ITALIAN VIEW OF GERMANY'S PROLETARIAT

FRENCH CAPITALIST: "Pay me!"
GERMAN CAPITALIST: "Pay me!"
—*L'Asino* (Rome).

KNOTTY PROBLEMS OF THE NEW TURKEY

ASTONISHING REFORMS in the political and cultural being of Turkey are put through, we are told, with creditable expedition, but the question occurs to various European editors whether the country's economic condition is not in such a tangle that even so successful a leader as Mustafa Kemal Pasha may be baffled. According to a Berlin correspondent of the London *Times*, the Germans aim to regain their lost ascendency in Turkey, and during the past year and a half, it appears, certain German firms with Turkish experience have kept in close touch with the new men at Angora and Constantinople. It is expected that the new régime in Turkey, when the serious business of development begins will "look to the German expert," and this Berlin informant adds:

> "The question of foreign capital in exchange for concessions is being freely discust, and negotiators, official and unofficial, are seeking to combine German experience with American (and, less often, British) capital to exploit concessions in irrigation, timber, and mineral rights, and so forth. German business men are being advised against interesting themselves in very large concessions, and the fate of the Chester Agreement has proved a salutary warning. Another field of exploitation in Turkey which is arousing great interest in Germany is that of transport. The supply of transport material is proving attractive to German firms, and combines for supplying Turkey with motor-cars and airplanes have been formed in Berlin with an eye on the ultimate development of highly remunerative services to Persia.
>
> "It would be easy to overestimate the importance of these efforts to restore the close relations that existed between Germany and Turkey before the war, but it will not be the fault of Germany if they do not develop very rapidly. Germany is, moreover, in a particularly favorable position, having the advantage of an advance guard in the many German subjects who were stranded in Turkey after the war, and whose mission it has been to keep the threads of communication intact."

A contributor to the Viennese weekly *Oesterreichische Volkswirt* advises us that the unfavorable economic situation of Turkey is proved by the decrease in the revenues of the National Debt Administration, which were greatly diminished as a result of the war in Asia Minor. This writer also blames prohibition in Turkey for depletion of the revenues, and later information in press dispatches indicates that the Turks are to modify prohibition legislation. More important is his charge that—

> "The Nationalists make a grave mistake in trying to do everything in a hurry. While it was said of the old Turks they could grasp only one idea at a time, it may be said of the new ones that they always have one hundred ideas at a time; as all radicals, they want to submit everything to their regulations. They often submit sound economic interest to political fanaticism. Thus, it is known that Kemal's men are rabid enemies of Constantinople, which in latter years became the symbol of Turkish political orientation favorable to old traditions and to a close cooperation with foreign capital, namely, the Young-Turk

program. This is why they transferred the capital of the Turkish State to Angora."

This move, we are told, is of far greater importance than the Nationalists thought and it appears that the choice of Angora as the capital aroused serious opposition on the part of some members of the National Assembly. We read then:

> "First of all, the transfer of the Government was expensive, and under the present circumstances may be called a needless luxury for a country which has been fighting for twelve years. In Angora, a small city partly destroyed by fire and situated in an unhealthful country, new buildings for ministries and central institutions must be erected which will cost millions. The construction of a new parliament building was begun not long ago. In Constantinople, on the contrary, such buildings are abundant. In order not to let them stand empty, the chief schools are transferred into them. Thus, for instance, the University is now located in the War Ministry Building, the Pharmaceutical and Dental school in the Gendarmerie barracks of Byazid, etc. . . . Meanwhile apartments are so scarce in Angora that most of the foreigners arriving there are obliged to spend their nights in railroad cars. Furthermore, the Turkish Government has to maintain its special representatives in Constantinople in order to treat through their mediation with the embassies of foreign countries established there. . . . This renders all negotiation with the Turkish Government very difficult. . . . To this must be added that a trip from Constantinople to Angora takes five days and costs a lot of money."

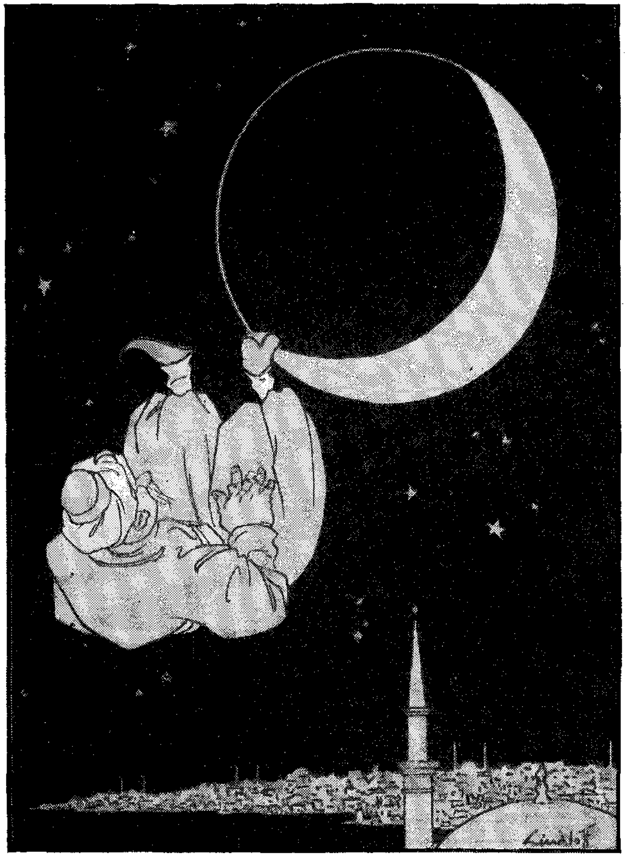
A rather startling charge of this writer is that as soon as the Nationalists had settled themselves in Angora, they undertook to kill Constantinople in an economic sense by prohibiting trade with that city and importing merchandise into Asia Minor through other ports. But this proved to be a foolish and impracticable idea, we are told, and in the course of time the restrictions on trade between Constantinople and Asia Minor were removed. What is more, some central institutions, such as the Department of Customs, have been retransferred to Constantinople. In the view of this writer the Byzantine capital can not be killed easily, yet tho it lives and struggles, he says, high import duties, senseless port regulations and excessive taxes, with much red tape strangling business, combine to keep commercial conditions there stagnant. As to foreign concessions, we read:

> "The Turks have been bitterly disappointed with Americans. Now the Turkish papers refer to the Chester concession as to a comedy. Mr. Kennedy has finally come to Turkey, but he has come without a staff and without material. He asked the Government to postpone the date of the beginning of works and demanded that some of the conditions of the concessions be altered. Among the latter was the provision that railroads should be built and exploited along regulations similar to those accepted in Prussia. American workshops, he contended, were not fitted for those methods. Did not he know that before? Further, he required the narrow gage on certain lines for which the full gage has been agreed to. It is not true either that the Rockefeller group is behind Mr. Kennedy, for until now he has not succeeded in forming the American Ottoman Development Company. The Government refused to grant Mr. Kennedy any postponement in beginning the construction works, because it rightly considers the building of railroads in Eastern Anatolia a very urgent task. . . . Now it will become clear to the Turks that Americans can give them no assistance in so far as Anatolian railroads are concerned. But maybe the French will obtain the concession for the construction of the Samsur-Sivas line. The Turks are continuing the construction of the Angora-Sivas railroad themselves. One hundred and sixteen kilometers of that railroad are already completed and traffic was opened on them October 15. The Anatolian railroad whose shares were taken away from Germans and handed to the British will be administered by its former director, Herr Huguenin, a Swiss citizen. Its branch lines will be extended to Bolu and Adabazar. He is also negotiating with the Government regarding the Bagdad railroad.
>
> "Swiss capitalists have been in the course of recent months seeking concessions in Turkey. A Swiss group is trying to obtain concessions for the construction of electric light stations in Angora, Aidin and Trebizond as well as for the water supply system in the latter city."

In the Vienna *Neue Freie Presse*, we read that a grave problem confronting the Turkish National Assembly is the restoration of the devastated regions. Among these, it appears, are parts of Constantinople where entire blocks have gone up in flames, the southern shore of the Gulf of Izmid, the eastern shore of the Marmora Sea, the western section of Asia Minor with ruined Smyrna as its center and Katakia and Eskishekir in the East, which was destroyed in the war between the Greeks and Turks, and finally, Eastern Anatolia, which was the theater of the Russo-Turkish War. We read further that:

> "Along the Black Sea shore there are also regions which have been bombarded by the Greek battle-ships and which now need to be restored. Then, Eastern Thrace has remained in ruins since the time of the Balkan War. Thus, it is a mistake to think that Smyrna and the vilayet of Brussa are Turkey's only devastated provinces. . . . The reconstruction of these areas is a very difficult problem, and it would be difficult not only for the Turks, but also for any other Government, which is proved by the experience of France in restoring her devastated provinces.
>
> "In Turkey this process is rendered still more difficult owing to the exchange of population between her and Greece. This exchange which, as stipulated in the Treaty of Lausanne, may be called a barbarian measure due to a fanatical and senseless nationalism, is going on at the present time. Dozens of thousands of Mohammedans who hitherto have dwelt in Greece now must leave their native country and be transferred across the sea to Asia Minor where a new fatherland will be shown to them. These men are to find shelter in the homes left by the Greek inhabitants of Asia Minor who deserted them with the retreating Army."

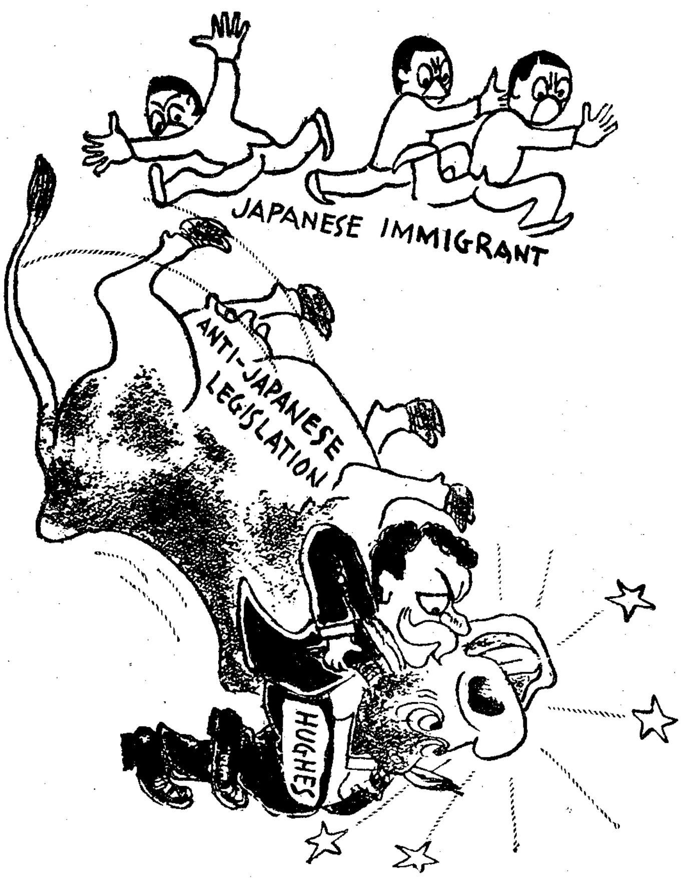
Constantinople press dispatches relate that a measure has been introduced by the Government in the National Assembly establishing zones forbidden to Arabs, Armenians, Georgians and Greeks. This bill is said not to affect the Jewish population.



THE CRESCENT IN GERMAN EYES

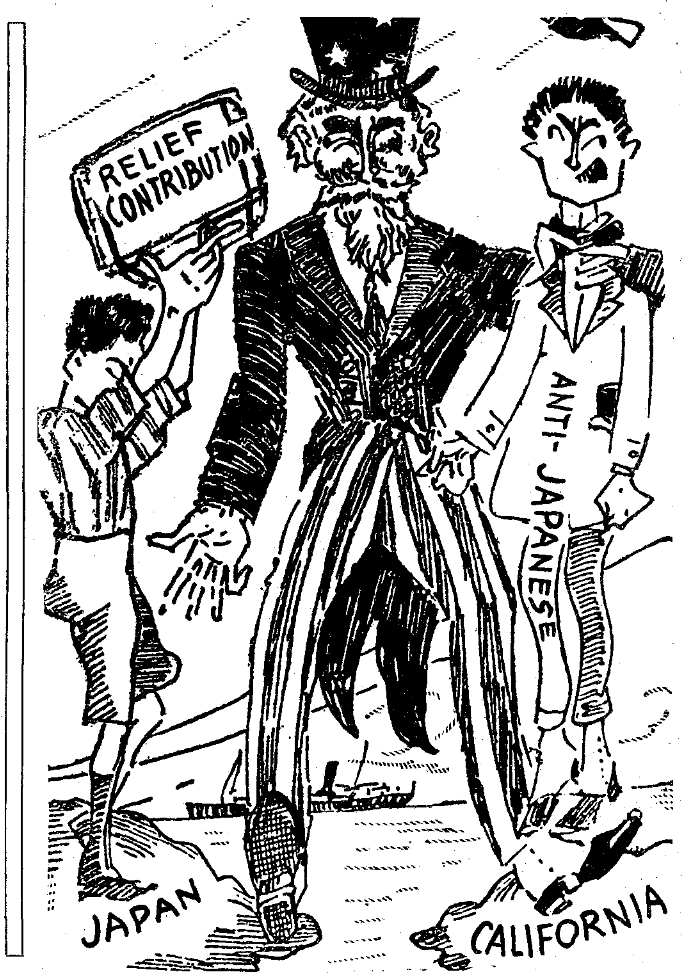
"Because the Turkish Crescent is growing into fulness, there is no longer room for the Caliph on its tip."

—*Kladderadatsch* (Berlin).



SECRETARY HUGHES AS A HERO

Mr. Hughes is shown by the Tokyo *Nichi Nichi* as doing a rodeo act with the anti-Japanese bull.



"DOUBLEDEALING UNCLE SAM"

The Tokyo *Nichi Nichi* shows Uncle Sam giving earthquake relief supplies with his right hand while with the left he throttles Japanese residents of California.

JAPANESE OPINIONS OF OUR IMMIGRATION IDEAS

"ARE JAPANESE PEOPLE?"

NEW BITTERNESS is bred in some Japanese newspapers by what they call "anti-Japanese agitation," in the United States, which seems to put the Japanese so low in the racial scale as to prompt the question: "Are Japanese people?" Their anger is only intensified by the news that the United States Senate has backed up the House by the overwhelming majority of 76 to 2 in favor of the exclusion clause in the Johnson Immigration bill. By this vote, Washington dispatches note, the Senate rejected the Immigration Committee Amendment under which the Gentlemen's Agreement with Japan was to be continued. Mexico City press dispatches report that more than 32,000 Japanese agriculturalists are ready to leave California and settle in various Mexican States, at the same time that we learn from Tokyo dispatches of a statement by the Japanese Premier Viscount Kayoura that: "The prime necessity for solution of the grave problems of living standards, surplus population and other vital social questions is an adequate, efficient emigration policy, framed in conformity with the future interests of the empire." All Japanese ire in the matter of exclusion seems to be focused on California, and the Tokyo *Asahi* is convinced that the Californians began their activities in consequence of the proposals of Secretary Hughes to amend the Gentlemen's Agreement for the purpose of limiting the number of Japanese permitted to arrive in this country. By way of retort to certain "magnified allegations" of the Californians, the *Asahi* observes:

"They insist that if things are left to their natural course it is probable that California will be occupied by Japanese. Is this not a magnified allegation? Of the population in that State the whites are put at 3,264,000, while the Japanese are counted at 75,000, and from this figure it is easy to see that the white population occupies an overwhelming position.

"It is the high birth-rate among Japanese residents that terrifies white people, but still the births are figured at 4,000 a year while that of the whites is computed at 70,000 a year. The ratio is 4 to 70. Further, the population of whites in that State is on a rapid increase by immigration from Europe. In the last decade the population of Japanese has been increased by 30,000, but that of the whites by 1,000,000. This figure sufficiently establishes that the allegation is quite unfounded and unworthy of attention."

Anti-Japanists, we are told by this journal, are much concerned about the admission of the wives of Japanese residents, which tends, they say, to the still more rapid increase of the Japanese population in California, but—

"Their fear is a mere nightmare. The statistical returns for 1920 show that there are 45,000 male Japanese as against 26,000 female Japanese, and it is very likely that some of these Japanese have since called their wives from home. Still, the number of men exceeds that of women by 13,000 or 14,000 at the best. It must be remembered, however, that children aged more than fifteen years and young students who stay there for the purpose of study are included in this number. From this figure, it may not be too much to say that those anti-Japanists are trying to pull the wool over the eyes of American legislative members in order to attain their unjust end.

"To us it appears that their erroneous and unjust arguments sufficiently establish that their logic is entirely mistaken. We trust, therefore, that the Washington Government will detect their mean policy, so that the principle of fair play will be followed in enacting a new immigration law."

While admitting that immigration legislation is a domestic affair in which no other Powers must interfere as long as it "does not injure the rights and honor of other nations," the Tokyo *Nichi Nichi* questions whether the American Congress should enact an immigration law from "racial prejudice or racial hatred." This racial discrimination is what excites Japan's ill-feeling, according to this daily, which goes on to say:

"The insertion of an anti-Japanese clause in the new immigration law, it is feared, will be cause for making worse the present relations between both nations. Why does the American Congress not give us those privileges which it is willing to give to Continental Powers of Europe? We do not desire to get any treatment or favor that is withheld from European Powers. We only hope that equal treatment be afforded us and that anti-Japanese clauses be struck out from the new immigration law. But the American Congress is going to deprive us of our acquired rights, which causes much agitation and indignation among Japanese. Americans must know that we shall never cease quarreling with America so long as anti-Japanese clauses are not removed. It is indisputable that the purpose of the new immigration law is to exclude Japanese from among the immigrants. Whatever plea Americans may make, this is indisputably clear. This is clearly shown by their action to prohibit the entrance of Japanese on the plea that they are not capable of naturalization or to apply a different ratio of limitation on the number of our immigrants."

To the *Nichi Nichi* it appears likely that a majority of American citizens are opposed to an anti-Japanese immigration law, and it trusts, therefore, that:

"A majority of American citizens will support Japanophile American statesmen in striking out the anti-Japanese clauses from the proposed new immigration law in the interest of justice, humanity and of the good relations between our two nations, because it is to the benefit of America as well as of world peace. In this sense we desire that Americans reflect on their own mistake. Americans must bear in mind that we shall be content if fair and equal treatment be extended to us. If not, friendly relations are hopeless. The question is a matter of our national honor, and accordingly we are earnest and sincere that it will be solved amicably once and for all."

Americans and a certain group of Japanese, says the Osaka *Asahi* regard the anti-Japanese agitation in the United States as a question of finance, economics, and politics. But it tells us that it is solely a question of racial prejudice, and goes on to say:

"When the agitation was first started before the conclusion of the Gentlemen's Agreement, it was insisted that cheap labor wages would cause disorder in the American labor market and lower the standard of living. But the Land Act was passed in 1913. It was insisted that, if land-ownership should be granted to Japanese immigrants with the rapid increase in their population, fertile land in Western States would, in the long run, be occupied solely by Japanese. These arguments have gone through a mighty change in recent times, and it has thus come to be insisted on that the expansion of militaristic Japanese in America is detrimental to American independence. This insistence took form in the Alien Land Act of 1920. Now it has been advocated to enact a new immigration law aiming at the exclusion of Japanese from America on the strength of the judgment pronounced by the American Supreme Court."

This Osaka daily goes on to say that in view of the censure aimed at the Japanese, for their low standard of living in the United States, they have steadily striven to raise this standard. Next, we are told, they were attacked because of charges that they were trying to dominate the field in economic and financial activities. When this became meaningless, it is alleged, the Americans accused Japan of militarism, but altho the Washington treaties have cleared Japan of this unjust reproach, anti-Japanism has not subsided, and we read:

"No, it is becoming stronger and is gaining ground among Americans. Subsequent to the judgment pronounced by the Supreme Court, they became much more active in their campaign for the exclusion of our emigrants. They are now thoroughly prepared to carry their point. As long as such obstinate racial prejudice exists in America, anti-Japanese agitation will never cease.

"This can be shown by posters which read: 'Japs: Don't let the sun set on you here. Keep moving! This is Rose Hill.' These posters eloquently show how deep-rooted their racial antipathy is. In such a state of affairs it is feared that their agitation against us will go to the extreme, leading, perhaps, to what is a most undesirable catastrophe. They are now callous to their own political philosophy and the teachings of Christ to which they pledge their faith. They are devils to the peace of the world."

As an indication of the feeling in the United States Senate, Washington dispatches advise us that the vote on the Japanese exclusion feature of the immigration bill was in doubt until Ambassador Hanihara issued his statement that the exclusion of the Japanese might lead to an unfriendly feeling in his country against the United States. Foreign Office officials in Tokyo are said to be at a loss to understand why Mr. Hanihara's protest should create a sensation in the Senate, because they took it to be merely the publication of a summary of the Gentlemen's Agreement. The Tokyo *Kokumin* observes: The bill illustrates a most definite expression of American anti-Japanism and makes the situation graver than ever before."

AMERICAN TRADE SPEED IN THE ORIENT

FIERCE COMPETITION between the United States and Great Britain for China's trade is noted by some Japanese editors who express concern that Japan is not active enough in markets so near to her. Moreover, the Tokyo *Yorodzu* alleges that America has been "doing her best for years to destroy Japan's influence in Oriental commerce." It tells us also that "a sensation was aroused in the New York market" because of a report that American goods were being driven out of the field of world commerce, and that Japan was extending her markets to Turkey, along the coasts of the Red Sea, to the east coast of Africa, and even to Central and South America. This Tokyo newspaper expresses the opinion that the United States is quite confident of her future commerce because Japanese goods are "by far inferior" to American products, and because the United States is reaching out for trade in every quarter of the globe. It adds:

"It is seen from the determination of the New York merchants to carry on their very vigorous efforts to overwhelm Japan in the China market, to which they are transferring the center of their commercial activities.

"Americans take pride in the Americanization of Shanghai. The application to the American Consulate-General in that port for commercial registration is ever on the increase, and 50 per cent. of the merchandise which passes through that port is carried by American ships, and 40 per cent. of this merchandise is handled by American merchants. They complain that their Government does not extend any protection to them, while Japanese and British merchants are munificently supported by their respective Governments. Thus they are instigating their Government to follow these examples. From this report it appears necessary for our merchants to be thoroughly prepared for a very fierce competition that may arise between these three Powers in regard to commerce in China."

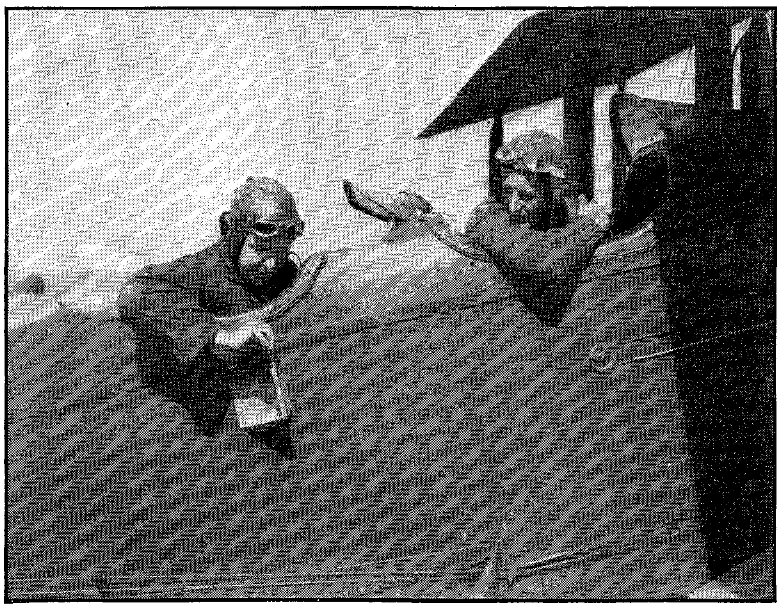
The *Yorodzu* goes on to confess regret that the activities of the Japanese merchants in China are backward as compared with American enterprise. This may be partly due to the earthquake devastation, it concedes, and tells us also that certain sections of Japan's commercial world blame the Government's inefficiency for the retarded condition of Japanese finance. But it holds that this censure is not to the point, and tells those who complain that:

"They must know that such viciousness can be remedied by votes which they cast for the candidates who have already taken the field in the general election. As in Japan, the political situations in America and Great Britain are very serious, but their activities in the commercial field are startling. Why is it? They are thoroughly alive to the gravity of economic competition, while we are not fully aware of it. We ought to have a wider view over the field of world commerce and economics."

SCIENCE - AND - INVENTION

CHASING HAY-FEVER POLLENS BY AIRPLANE

THE POLLENS THAT IRRITATE the sensitive membranes of hay-fever sufferers float in clouds a mile high in the air, and are driven by the wind as far as ten miles from their source. These facts, previously unknown, have been demonstrated by tests made with an airplane by Dr. William Scheppegrell, of New Orleans, an expert on hay-fever. The sufferer who thinks, therefore, that he is safe in a barren and lofty spot, may be surprized by a sudden and unforeseen attack of the enemy; for ragweed growths many miles away may give rise to pollen-clouds which, borne on ascending currents far into the upper air, may quickly voyage to the "immune" spot and drop upon it when least expected. It is obvious also that local "campaigns" for the extinction of ragweed, etc., are of little use, unless extended to include regions many miles in extent, writes Dr. Scheppegrell in *The Medical Journal and Record* (New York):



Photographs by courtesy of William Scheppegrell, M.D.

CATCHING HAY-FEVER POLLENS FROM AN AIRPLANE

Changing the pollen plate in the specially constructed plate-holder.

"In the application of general preventive measures, it is important to ascertain the distance to which pollen may be carried by the wind in sufficient numbers to produce hay-fever. An important factor is the altitude at which these pollens may be found in the air.

"Our early researches in hay-fever were conducted near Asheville, North Carolina, where, in spite of the altitude of 2,300 feet, the short ragweed is very prevalent. When these investigations were transferred to New Orleans, it was found that the short ragweed within the city's limits was replaced by the long ragweed. By the middle of September, however, in addition to the long ragweed, the pollen of the short ragweed appeared in large numbers on the exposed pollen plates, altho the nearest growth of this weed was five miles distant. By the method of direct wind convection, the distance traversed by the pollen appeared inexplicable.

"In order to establish a scientific basis for determining the convection of hay-fever pollens, it was found necessary to ascertain the altitude at which they are found in the air.

"In the selection of the most practical method of exposing plates at different altitudes, the airplane was given the preference.

The tests were made at intervals from June 19 to October 12, the greatest altitude being 15,000 feet, and the plates exposed at intervening levels of 1,000 feet. The plates used are ordinary microscopic slides, one side smeared with a thin film of glycerin or vaseline. Extreme care was taken to maintain uniform elevations and a fairly constant flying speed, about eighty miles an hour. The flying was almost constantly over cleared or cultivated areas, care being taken to avoid any length of time over timber.

"The exposure of the pollen plates presents no little difficulty. The operator is greatly cramped for space, and the wind-current is so great that everything must be held very tightly. The air is also intensely cold. Even at 5,000 feet, it is very uncomfortable, and at 10,000 to 15,000 feet it is necessary to wear so much clothing that it is difficult to move, and the hands are quickly numbed if the attempt is made to work without gloves.

"In the first series of tests, the exposures were made during the ascent of the airplane. In the last two flights, this process was reversed, so that the duration of each flight was reduced to three and a half hours.

"When the exposures had been made, the plates were carefully sealed in special cases, and sent to our New Orleans laboratory, where they were stained, inspected and recorded, and, in some cases, photomicrographed.

"An analysis of the records shows that the number of pollens in the air, under favorable conditions, is fairly uniform at altitudes of from 1,000 feet to 4,000 feet. At elevations of 5,000 feet and 6,000 feet there was a uniform decrease in the number of pollens, but the density was still considerable.

"Above 6,000 feet, there was an abrupt fall in the number of pollens, indicating that the ascending air-currents, which had carried the pollens to these heights, had ceased to be operative. From 7,000 feet to 14,000 feet, the diminished number of pollens maintained a fair average, the plates showing about sixty-five pollens at each additional 1,000-feet elevation. At 15,000 feet, however, the grass pollen had disappeared, and it was found that there were only eight ragweed pollens adhering to the plate.

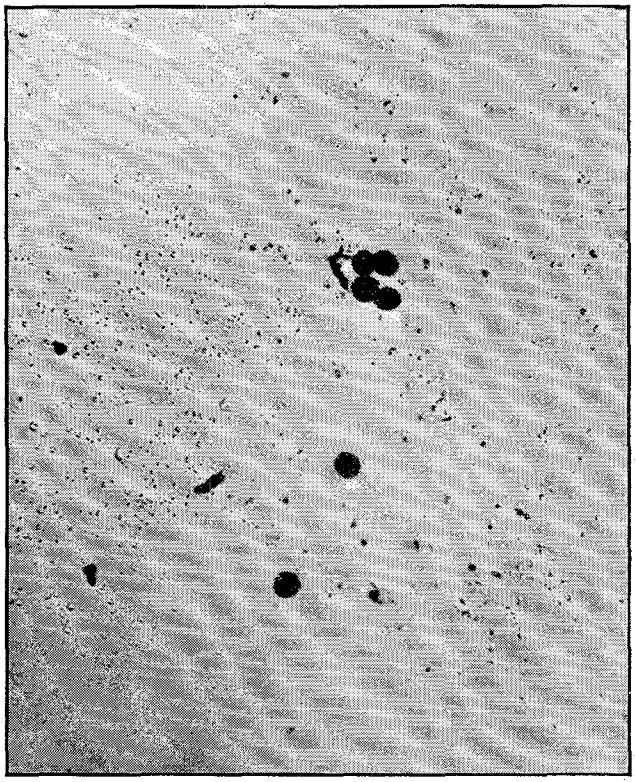
"The ragweed pollen in this report includes both the short and long ragweeds, and also the marsh elder which is a member of the ragweed group and which rivals the ragweeds as a cause of fall hay-fever in this section of Louisiana. The grass pollens are easily identified. The other pollens include those of the careless weed and yellow dock which at that season of the year are not sufficiently common to cause hay-fever, and of other trees and plants, which are negative in hay-fever or are of minor importance."

One of these pollens, that of the pine tree, altho negative in hay-fever, is of interest on account of the great distance which it must have traveled, Dr. Scheppegrell tells us. Altho out of season, the pine pollens were found in small but fairly uniform numbers up to an elevation of 13,000 feet. The nearest pines are in the neighboring State of Mississippi. These pollens must, therefore, have traveled not only vertically to these high altitudes, but also horizontally not less than twenty miles. The pine pollens are provided with two wings or parachutes which enable them to traverse distances out of proportion to their size. He continues:

"The reason for the pollens being abundant up to an elevation of 4,000 to 6,000 feet is that they are conveyed upward by the ascending air-currents to the height at which the cumulus clouds usually form. When these ascending convective currents cease to be active, the descent of the pollen commences, unless it again meets ascending air-currents or is precipitated by rain.

DRURY COLLEGE LIBRARY
Springfield, Missouri

"The records of the exposed pollen plates do not prove that there is a uniform distribution of pollen in the area in which the flights were made. On the contrary, the pollen clouds change their position in accordance with the atmospheric conditions of the traversed territory. Vertical air-currents of various velocities are constantly encountered. Even at considerable elevations, a difference is observed in the behavior of the air over different topographical features. In crossing a comparatively small river, for instance, rising air-currents are encountered which bump the plane sharply; while on solid woodland, descending air-currents tend to draw the plane downward. These conditions tend to reverse, moreover, as the day progresses. In spite of these varying conditions, the tests prove that during the active pollinating season of hay-fever plants and trees, clouds of pollen conveyed by the ascending air-currents are found as high as 4,000 to 6,000 feet above the level of the earth, and that their potential area, unless the pollen is precipitated by rain or descending air-currents, easily extends five or more miles from their source.



THERE'S POLLEN IN THE AIR—A MILE UP

"Hay-fever pollens are found in large numbers as high as 6,000 feet." This is a photomicrograph of pollen plate exposed at 5,000 feet, showing long ragweed and grass pollen, magnified 200 diameters.

"The pollen clouds in the upper air explains the persistent presence of pollen at lower levels. With the exception of periods during rain, and for a short time afterward pollens are found in varying numbers during the whole pollinating season of the ragweeds and other hay-fever plants and trees.

"In our New Orleans laboratory the records show a marked increase of pollen during the prevalence of northerly winds, which was apparently explained by the presence of the greater areas of hay-fever weeds north of the city. The increase in pollen, however, and a corresponding aggravation of the symptoms in hay-fever subjects, was also recorded in other cities during the prevalence of northerly winds, where the weed distribution is uniform.

"As the result of these airplane tests, demonstrating the presence of pollen clouds in the upper air, these phenomena are easily explained. The fall in temperature from the cold winds results in descending air-currents, and a corresponding fall in the pollen clouds as long as these maintain, or until the supply of pollen in the air is exhausted.

"The existence of these pollen clouds also explains the well-known fact that hay-fever subjects experience aggravation of their symptoms after sunset, which was formerly difficult to explain. The descending air-currents, resulting from the fall of the temperature, allows the descent of increasing numbers of pollen, with proportionate discomfort to hay-fever subjects.

"In addition to pollen and particles of dust, spores of fungi were fairly common on all plates exposed up to an elevation of 11,000 feet, and some even as high as 13,000 and 15,000 feet. As spores are not responsible for hay-fever, no special effort was made to count or identify them, but their presence is of importance as showing the aerial method of distribution of pathogenic germs of plant and animal life.

"Since hay-fever pollens are commonly found in large numbers as high as 6,000 feet, and may thus be carried ten or more miles from their source, the effective control of hay-fever by municipal antiweed ordinances is manifestly insufficient. While such laws are of undoubted assistance, complete relief can be obtained only by legislative cooperation of the various States or of the Federal Government.

"The existence of these pollen clouds and their change of position due to descending air-currents explain the increase of hay-fever pollen during the prevalence of cold winds. The large potential area of hay-fever pollen, resulting from the clouds of pollen in the upper air, demonstrates the necessity of State and Federal laws in the effective control of hay-fever in communities."

THOSE LOS ANGELES SKELETONS

SCIENTISTS ARE NOT YET READY to say whether or not the human skeletons unearthed in the southwest district of Los Angeles by a construction-gang represent an early age of man heretofore undiscovered on this continent, we are told in Science Service's *Daily Science News Bulletin* (Washington). Assembling of the fragments of bone is in progress, and chemical analyses of the remains are being made in order to determine how completely organic matter has been eliminated. This will give evidence as to whether the bones date from the Ice Age or are more recent. We read further:

"Fear of the coroner threatened at the time of the discovery to put an end to the scientific evidence. A gang of laborers excavating for a sewer uncovered the first signs of human remains, and they immediately began to destroy the bones for fear that legal interference would be invoked by the municipal authorities. Fortunately the contractor intervened before much of the priceless evidence was destroyed. Souvenir hunters have also hindered the scientific study by carrying off pieces of the skeletons, but arrangements are being made to recover some of this material.

"The several hundred bones are so much broken it is impossible to determine their stage of development. Some pieces ring like vitrified pottery, however, indicating a long period of chemical transformation. A fairly complete jawbone shows its owner was a highly developed man in advanced stage of evolution. His chin is well developed.

"The bones are stained grayish brown from fine alluvial soil in which they were buried. This is a highly micaceous deposit whose geologic age is not known. It lies from 19 to 23 feet below the surface. The undisturbed strata indicate very great age, since alluvial deposition in arid southern California is very slow.

"No bones showing primitive or ape-like characteristics have been found, tho restoration of the skulls may reveal type as yet unsuspected. The remains are apparently those of one woman and four men. The fourth man excavated was found to be similar to the others. One of the men is of large frame, but they can not be considered giants or dwarfs.

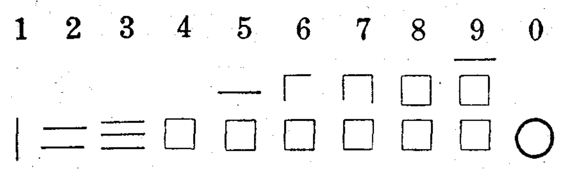
"Material so far collected is in the hands of Director William A. Bryan of the Los Angeles Museum, and will be assembled by expert anatomists. This is a very difficult task because of the excessive breakage.

"Despite the fact that the graves are in the midst of the city outfall sewer construction operations, the contractor is cooperating in a praiseworthy fashion. Steam-shovels and hydraulic apparatus are in service, but much interference has been caused by the heavy rains and the resulting cave-ins. No tools, weapons or other man-made devices have come to light, nor have any bones or fossils of lower animals which might indicate geologic age been found.

"Dr. John C. Merriam, president of the Carnegie Institution of Washington, Dr. Loye Miller, professor of biology of the University of California, and Dr. Chester Stock, head of the University of California's department of paleontology, have investigated the discovery, but neither they nor any other scientist of professional repute is willing to draw any further inferences as to the age of the remains. Some local amateurs interested in geology believe the remains to be of the glacial period, but there is as yet no definite proof."

ORIGIN OF OUR NUMERALS

NO ONE KNOWS how our numerals originated. A good guess, which he acknowledges is only a guess, is made by Charles Pomeroy Sherman in *The Mathematics Teacher* (New York). The first use of the numerals of which we have record, Mr. Sherman tells us, is in India, and dates back to the end of the second century of our era. In the ninth century an Arabian mathematician wrote a work on algebra in which he used for numbers the signs which he had obtained in India or Afghanistan. In 1202 Leonardo of Pisa, Italy, translated or paraphrased that work into Latin, and then introduced those numerical signs into Europe. By 1400 those numerical signs in use in Europe were identical with those in use by us to-day; and they gradually supplanted, in general use, the clumsy Roman signs and the still more clumsy Greek. Mr. Sherman continues:



HOW OUR NUMERALS MAY HAVE BEEN EVOLVED FROM SHORT, STRAIGHT LINES

"Thus much for what we know; but we do not know who was the originator of those signs nor what was in his mind when he formed these seemingly arbitrary shapes.

"Therefore, as we do not know—as we have no information whatever—it is allowable for us to conjecture what, probably, was then in his mind.

"The savage looked at his hand, and saw four fingers and a thumb, five short, straight lines; and thus he learned to count up to, perhaps, five. He looked at the other hand and saw five more short, straight lines; and thus learned, less often, to count up to ten. In place of his fingers he used, to illustrate his numbers, small stones or short pieces of stick or short straight scratches in the sand or earth or on the rock.

"The Roman also looked at his hand; but he saw also the V-shape between the forefinger and the extended thumb, and conceived the idea, to save making five straight marks, to join two straight lines at the end, thus imitating that V shape, and to make that V stand for the whole five straight lines.

"One day, holding his two hands before him, palms outward, and happening to draw them together until the extended thumbs crossed, he conceived the further idea, to save making ten straight marks, or two V shapes, to cross two straight lines in the middle, thus imitating those crossed thumbs, and to make that X stand for the whole ten straight lines.

"So the savage and the Roman used short straight lines, arbitrarily placed, for their numerical notation.

"Was this same idea of *short straight lines arbitrarily placed* in the mind of the man who invented the beginnings of the signs which were found by Abn Ja' far Mohammed ben Musa to be current in the East?

"Can we reduce our numerals to the requisite number of short straight lines without outraging probability? I think we can:

"1 was, and is, one perpendicular line.

"2 was evidentally horizontal lines, one above the other.

"3 was evidently three horizontal lines, one above the other.

"4 was a square, four lines.

"5 was a square, with a horizontal line added above (the beginning of another square); five lines.

"6 was a square, with a horizontal line above, to which a perpendicular line was added at the left end (the continuation of a square); six lines.

"7 was a square with a horizontal line above, to which two perpendicular lines were added, one at each end (the continuation of a square); seven lines.

"8 was two squares, one above the other; eight lines.

"9 was two squares, one above the other, with a horizontal line above the upper square; nine lines.

"0 a circle, no straight lines, nothing, was probably invented when tens were invented by setting a number to the left of another, so as to show that there was nothing added to the 1 standing to the left as ten.

"Now how did these shapes become the shapes of our present numerals?

"As time went on, writers tended more and more to substitute the easy curve for the difficult straight line, and not to lift the pen from the paper between detached lines but to join the two—which we will call *cursive writing*.

"The Roman numerals did not lend themselves to cursive writing, because they proceeded horizontally, but the Eastern numerals did, because they proceeded perpendicularly, and were written downward from the top, and therefore and thereby their aggregated lines assumed a single shape, the most convenient for use in mathematics.

"Let us consider each number as changed from its original shape to its present shape by cursive writing:

"1, as I have said, was and is the same.

"2: the upper line was curved and joined to the lower line.

"3: all three lines were curved and joined.

"4: the right hand perpendicular line of the square was crossed over the lower horizontal line (thus making four lines) and the upper horizontal line was omitted.

"5: the upper, right-hand, and lower lines of the square were curved into a near-circle, and the left-hand perpendicular line was omitted; a short down stroke of emphasis was prefixed to the beginning of the near-circle, and to this the upper detached line was added.

"6: beginning at the right-hand end of the upper detached line, a sweeping half-circle, with a concluding curve to the left, changed all the straight lines into one continuous curve.

"7: The right-hand line of the three upper detached lines was joined to the right-hand perpendicular line of the square, and the other three lines of the square omitted.

"8: the two squares were curved into circles and joined.

"9: the upper square was curved into a circle, to which was joined the right-hand perpendicular line of the lower square, and all the other lines omitted.

"Thus, doubtless by slow degrees, the comparatively awkward combinations of straight lines and squares were ultimately condensed into shapes of flowing lines, easily written, each most obviously distinct from the others.

"Thus did that unknown inventor, and the scribes succeeding him, give the world a mathematical boon."

EYELESS SIGHT?

THAT THE FUNCTION OF VISION may be exercised, under certain conditions, by the ordinary skin, is asserted, in a recently published book by Jules Romains, a Frenchman, known also under the pen-name of "Louis Farigoule." Romains, we are told by a reviewer in *The Lancet* (London), is less known as a physiologist than as a dramatist and literary artist, who is not altogether enthusiastic about the medical profession. He believes that the general skin-surface of the body and some of the adjacent mucous membranes are capable of vision in the sense that completely blind or blindfolded people may recognize colors, persons, geometrical forms, and even read the newspaper by means of their skin. Furthermore:

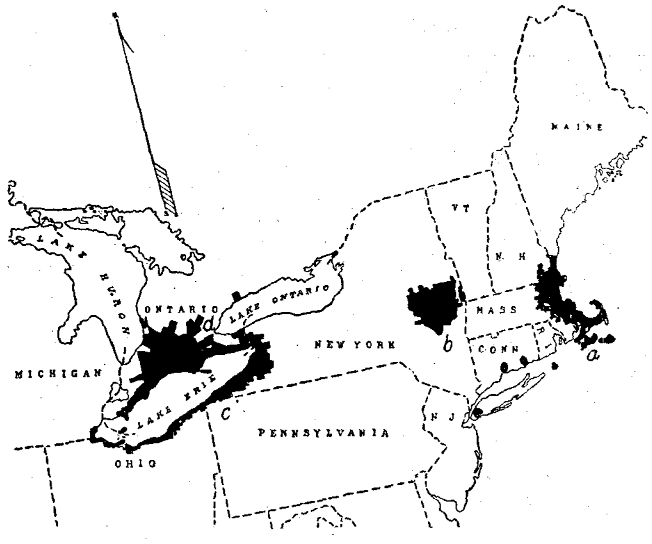
"He identifies as accessory eyes some of the many varieties of end-organs in the skin whose precise function has never been determined. The phenomena which he describes are certainly striking. There is no inherent impossibility in the idea that the skin is responsive to the wave-lengths in the ether which we recognize as light, and if there are receptors scattered over the surface, it is conceivable that these impressions might be translated into conceptions of external appearances. But a world steeped in the dogmas of physiological optics will require more rigorous proof than the author advances. One pitfall, at any rate, is quite insufficiently fenced off. With one exception, the experiments which he cites take no account of telepathy, the object or word or numbers presented to and recognized by, e.g., the chest of the subject being known to some one else who was actually present. If he would take Professor Richet into collaboration, we could be sure this source of error would be adequately excluded. That telepathy is the explanation of his results is certainly supported by his observation that some degree of attention and the correct frame of mind are necessary for success. The same is, of course, true of common ocular vision, and Mr. Romains makes several points which are frankly against a telepathic interpretation. Success varies roughly with the area of skin exposed, and the skin can not see in the dark (tho the experiments on this point seem a little vague), nor if anything opaque to ordinary light is interposed between it and the object. There is nothing remarkable in his observation that paroptic sight is possible only in the complete absence of ordinary visual sensations. On his thesis, in general, the only possible comment seems to be, 'It may be so.' People think easily of the blind men who find their way so quickly and surely about the streets having developed another sense. Perhaps Mr. Romains has identified it."

WAR ON THE CORN-BORER

OUR CORN BELT, the world's greatest food-producing area, is threatened by the advance of a European insect army. To meet the menace of the invading corn-borers at the frontier, eighty entomologists, agronomists, and county farm-agents from Illinois, Indiana, Ohio and the Federal Government will this month officer a great offensive along a wide front in northern Ohio, according to war plans outlined by Prof. George A. Dean of the U. S. Bureau of Entomology. An expert, we are told in Science Service's *Daily Science News Bulletin* (Washington), will be placed in every township of the infested area, and some 20,000 farms will be visited to show farmers how to check the spread of the insects by destruction of the remnants of last year's crop. Later in the season some 50,000 insect allies, drafted from among the foes of the corn-borer in its native land, will also be used in the fight. We read further:

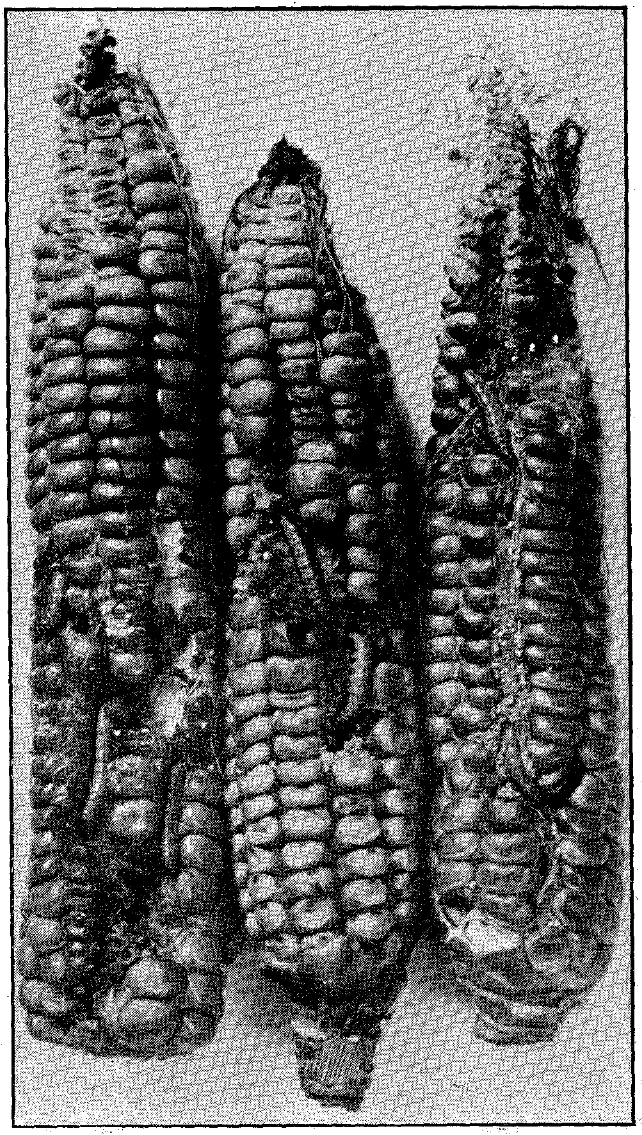
"The European corn-borer entered America very probably in broom corn shipped from Italy or Hungary. It was discovered attacking sweet corn near Boston in 1917, and since then it has been a limiting factor in the growing of sweet corn in eastern Massachusetts. Another extensive area was occupied around Schenectady, New York. The insects also gained a foothold in a wide section north of Lake Erie in Ontario, Canada. Later the territory along the American shore of the lake in New York, Ohio, and southeastern Michigan became infested. Last year a marked spread of corn-borers was noted in northwestern Ohio, which is the beginning of the great corn belt of America.

"The strategic importance of this infestation in respect to the Corn Belt aroused other corn-raising States. Illinois, two hundred miles from the present front, is sending experts to Ohio to cooperate in the work, as is the yet uninvaded State of Indiana. Canadian authorities are working with the Americans.



WHERE THE BORER DOES THE DAMAGE

Map showing areas of infestation of the European corn-borer in North America, as known April 1, 1922: *a*, New England area; *b*, eastern New York area in vicinity of Schenectady and Albany; *c*, western New York area, including Buffalo and Dunkirk, and the spread of 1921 in Pennsylvania, Ohio, and southeastern Michigan; *d*, Canadian areas of infestation.



Photograph from the United States Department of Agriculture

WHAT THE BORER DOES TO THE CORN

Typical injury by the European corn-borer to the grains of the immature ears of flint (field) corn. Borers are shown feeding in natural position. The interior of the cob was also badly tunneled by the borers.

"In the fall, the corn-borer, in the form of a brownish caterpillar or worm about an inch long, which has been tunneling into the plant, hibernates for the winter.

"As soon as warm weather begins in April or May, the borer becomes active again, and about the middle of May it cuts a small circular opening from its tunnel to the surface of the plant in order to provide an exit for the future moth. It then closes this hole with a thin partition of silk and goes back into its dug-out gallery where it spins a thin cocoon. About the first week of June, the borer emerges as a moth which can cover as much as 400 yards in a non-stop flight and travel anywhere from five to ten miles. The female moth usually lays her nearly flat little eggs in clusters on the under side of a leaf. The young borer, hatched from these eggs, eats for a while on the leaves, and then starts digging itself into cornstalks, corncobs, weeds, or other plants, where it completes most of its development, incidentally injuring the plant.

"The corn-borer attacks all parts of the plant, and while it prefers corn and sorghum, there are some 200 species of plants which it is known to attack. The most successful method of getting rid of this pest has been found to be the destruction of the remnants of the crop in which the borers hibernate.

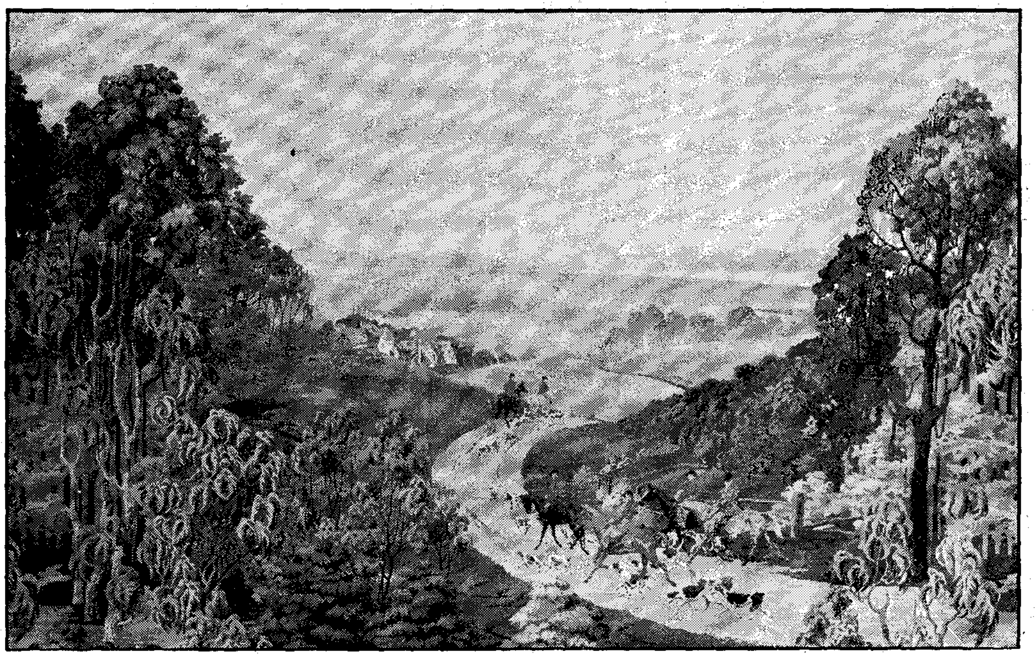
"Entomologists at the United States laboratory at Hyeres, near Marseilles, France, have discovered a parasite known as *Exeristes roborator*, which may prove an effective ally in checking the further spread of the borers by preying on their young, which it is able to locate through corn-stalks or even burdock stalks. Fifty thousand of these insect foes of the corn-borer will be released this summer in the infested areas of Ohio and New York."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

MACHINE-MADE BEAUTY

ARTISTIC FACTORY WORK is a contradiction in terms, say the arbiters of taste whose dicta have long prevailed. Whereas, the Metropolitan Museum of Art in New York thinks otherwise, and so do various writers who visited its recent exhibition of industrial art. Tho "the machine, for all its services to mankind, is so often represented in the rôle of Beast in its relation to Beauty in the life of the world that it has come to stand as a symbol of ugliness," it possesses certain admirable virtues, we are told. For great developments have been achieved since the days when "lovers of antique excellence and glamorous Gothic grace, men like Morris and Ruskin and their host of peers and disciples, made spiritual liberation synonymous with the overthrow and banishment of the quantity-production machine." As a critic now asserts in his unsigned article contributed to *The Survey*, only a misunderstanding of the machine and its possibilities could ever have called machine-made wares inevitably "cheap and nasty" or branded industrialism as necessarily "fattening on quantity, hopelessly insensible to quality." All along, so we are informed,



Courtesy of the Metropolitan Museum of Art

SO THIS IS WALL-PAPER!

220 blocks, carrying 409 tones and colors, give us the picture—landscape, huntsmen and all. Tho the blocks are applied by hand, it is factory work, and quantity production has not sacrificed quality.

"There have been those who have seen in the machine just another tool inviting mastery at the hands of the craftsman, the creative designer, the artist—a tool infinitely complex and recalcitrant, but yet only an extension of the human brain and hand not essentially different from the ax, the adze, the awl, the plane, the gage, the amazing variety of tools in the guildsman's kit as these are viewed in historical retrospect against the flints of paleolithic and neolithic man. For them, 'cheap and nasty' has not been an inherent characteristic either of democracy or machine production, but an incident in the slow struggle of the soul of man to reassert the dominion of beauty and excellence over this strange new extension of the human brain.

"The approaching vindication of this faith is forecast in an exhibition of industrial art at the Metropolitan Museum, New York. The condition of admittance to this special exhibition is that the objects placed on view must be the product of manufacturers engaged in quantity production for the open market, that they must represent the actual stock in trade of the exhibiting firm or individual, and that they must have been designed and executed in the United States."

These stipulations may seem to call for a display no more interesting than those at the usual industrial exposition, but the writer assures us:

"It is difficult to believe that the objects exhibited are not authentic antiques. This impression is due in part to the strong tendency of the designers to lean upon patterns of colonial or oriental derivation, but it is primarily due to the designer's success in making the machine obedient to his creative will. Very few of the pieces express complete emancipation from the unaccustomed complexities of the machine; but their crudities are for the most part like the rough earth that clings to the figures emerging into sentience in Rodin's Hand of God. There are linens and cretonnes that show how technically beautiful quantity production can be; rugs, tapestries, silks, brocades, power-woven velvets and plushes of distinguished excellence. There are colorful and exquisite examples of the tile-maker's, potter's, enamel and glass-worker's inspiration and skill. There are machine-made wall-papers that give hope of a new era in the interior decoration of the home of moderate financial resources. Side by side with the machine product are examples of hand-blocked paper made by the methods employed in colonial wall-paper factories. What the application of beautiful design to the machine signifies for our generation is illustrated by the Metropolitan Museum's official notes on these hand-blocked papers:

"'With the hand-block methods, two men working together could at best produce a few yards of paper each day. At the present time two men with modern power-driven machinery can print in a single twenty-four hours as many miles of paper as the earlier men accounted for in yards. . . . To make a certain one of the hand-blocked papers now on view it was necessary to cut two hundred and twenty blocks and to plan out four hundred and nine tones and colors. The initial cost of creating this handsome wall covering amounted to ten thousand dollars before a single yard was sold.'

"Obviously if beautiful wall coverings are to be generally accessible, the creative designer must master the machine as his tool. That beauty and the machine are not natural enemies the examples of modern 'quantity' wall-paper in this exhibition show."

Evidently such experiments are good business as well as good art, for we read:

"Possibly the most encouraging fact strest by the Metropolitan Museum and the exhibitors is that the intensified effort of quantity manufacturers to wed beauty to the machine is being made in response to a commercial demand. Sales, they assure us, depend increasingly upon the quality of design. One silk manufacturer went to the expense of making patterns, engraving the rollers and printing a quantity of silk, only to find that he could not sell a yard of it because the market was not satisfied with the design. A silver manufacturer made the same mistake in producing plates which he had to cast back into the melting-pot. And, what is true of silks and silver is happily becoming increasingly true of furniture, wall-papers and cotton fabrics. We seem definitely to have gone beyond the period of golden oak horrors; the popular esthetic standard has risen immeasurably in the last decade. These objects in the Metropolitan Museum's Industrial Art Exhibition are the results of this rising democratic demand for quality and beauty."

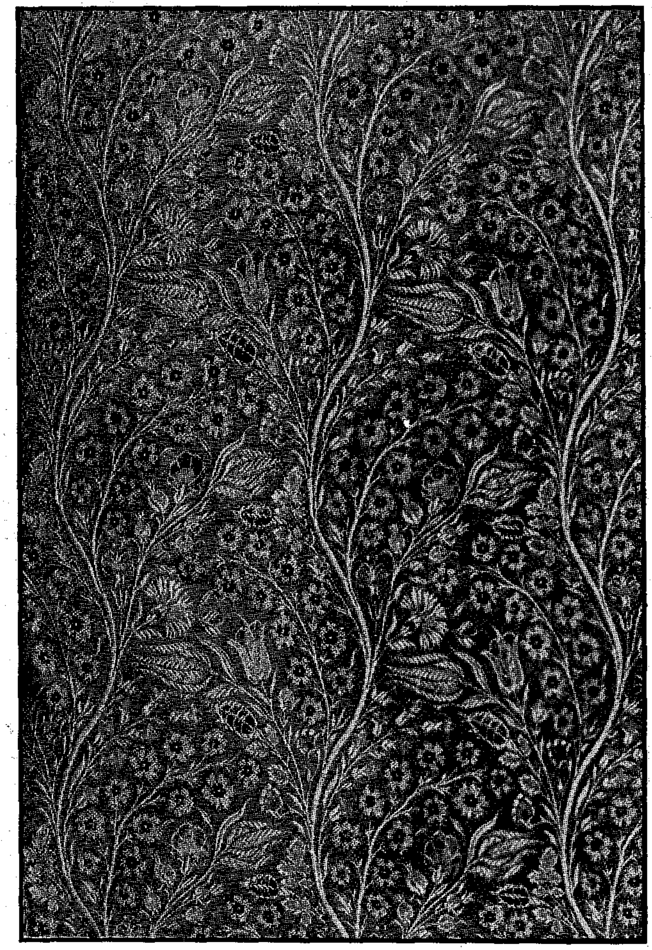
Another visitor, Mr. Royal Cortissoz, writes of the exhibition in *Scribner's:*

"American industrial art has still much to achieve, but it has already fixt itself on the map, and it will hold up its head with just pride in the forthcoming international show at Paris.

"On that occasion it may be constrained, no doubt, to recognize the fact that it has more to learn than to teach in respect to design. But where manufacture is concerned it may safely take a bolder stand. Quantity production not only means the taste of industrial art in America, but means also our national traits of energy and ingenuity. The enthusiast for taste, for purely esthetic issues, may wince a bit when you tell him that the lovely things at the Museum, the films of lace, the exquisite silver and glass, the handsome furniture, the bewitching cretonnes, represented the triumph of America's mechanical genius. But that, in cold blood, is precisely what it did; and in that, to my mind, lies the hope of American industrial art. You can not expect a race that applied the steel-cage principle to the building of the skyscraper to function in the mood and manner of a medieval craftsman. Now and then some individual may arise in whose bosom there glows the old fire. Invariably, when I go to an exhibition of the Architectural League, one of the first things I do is to see what has been done by Samuel Yellin. That masterly worker in wrought metal is a Renaissance artizan born out of his time. I can conceive of Yellin as the leader of a group, the founder of a school, and I would be grateful for such an eventuality. But he would make a great mistake who, in appreciation of the maker of a single beautiful object, would sniff at beautiful objects perfectly produced by machinery in large quantities."

Every year, the Metropolitan Museum has an exhibition of industrial art, aiming thus to stimulate aspiration for improvement in design as well as technique. Moreover, the Museum regards itself as an all-the-year-round school of design, and Mr. Richard F. Bach, speaking for the institution, remarks in *Fashions and the Hour:*

"In the furniture and textile fields, in the advertising field and in various others, wide-awake manufacturers and designers have come to regard the Museum as an adjunct of their designing rooms, as part of their legitimate resources, in short, as one of their own laboratories."



Courtesy of the Metropolitan Museum of Art

GLORIFIED LINEN

Showing how the factory loom can equal the best hand-weaving.

THE EFFORT TO TAKE JAZZ SERIOUSLY

"I SHALL KILL YOU," says Mr. Paul Rosenfeld to his fellow critic, Mr. Gilbert Seldes. "On the night when the last symphony orchestra proudly gives up the ghost at the last Beethoven concert in the New World, I shall certainly kill you." For Mr. Seldes has written favorably of jazz, and jazz, thinks Mr. Rosenfeld, will yet supplant dignified music completely. However, Mr. Seldes is not affrighted. In *Arts and Decoration* he tells of Mr. Rosenfeld's awful threat, and at once goes on to write of jazz more favorably than ever. Says he:

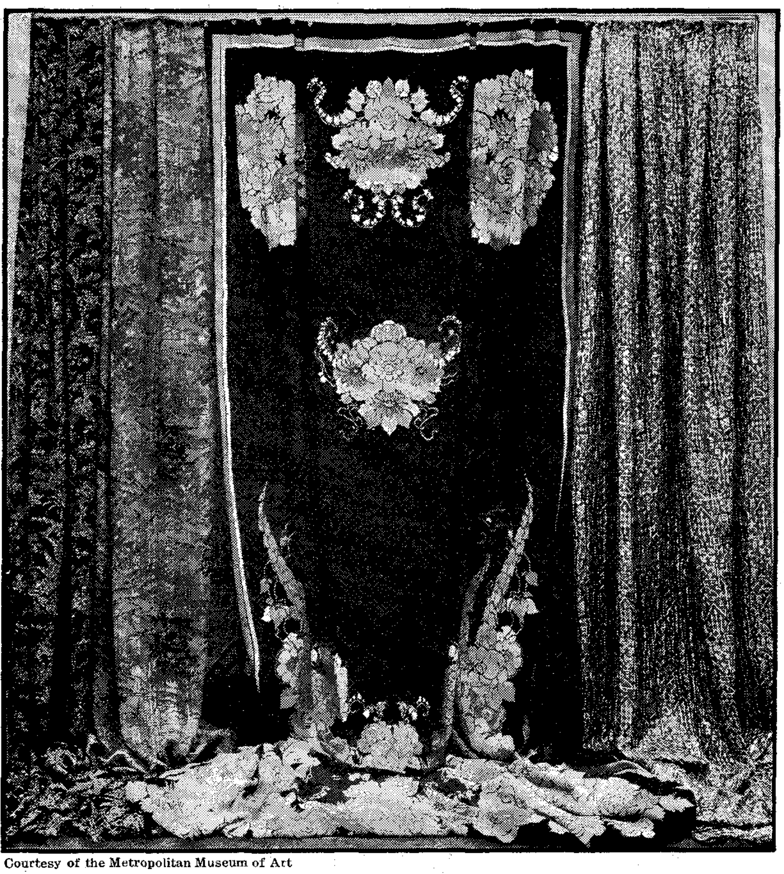
"Among the lively arts, jazz is at present the most promising. It is hard, precise, and unsentimental. (Even the most sentimental tune hardens under the orchestral treatment of jazz.) It is not sloppy, it is self-assured, it is never dull. And it is a growing thing, not a manufactured, and not an imitative one. The jazz of ten years ago was impudent and mocking. The horseplay in it is still practised to some extent by such a jazz-band leader as Ted Lewis; Whiteman and Vincent Lopez preserve the lightness of spirit, transferring the jokes to the musical instruments and to the transformations in tempo which they make. The orchestra as now constituted exploits the banjo and the saxophone, which, it is surprizing to learn, were absent from the original jazz bands. In reality the characteristic of the modern jazz band is its deficiency in strings, made up by diversity in woodwind, exuberance of brass, and the utilization of the saxophone family, which has the ambiguous quality of wind and brass, of reed and bell. That constitution is suitable enough for dancing; if the jazz orchestra ever becomes a concert body, the strings will have to be enlarged.

"The music played is still largely popular music, but this, too, has undergone many changes in the last ten years. Essentially you may say that ten years ago songs were written to be sung; now they are written to be played and danced. The freedom of rhythm, the variety of cadence, the capricious shifting of accents, all result from this change and all tend to make the music more interesting. The feebleness harmonically is also due to the use to which popular music is put, for harmonic interest is not necessary when you hear with your body. As soon as jazz begins to be listened to, that is, begins to be considered musically, we may look for a greater melodic and harmonic interest. It is to be hoped that the exhilaration of fresh rhythms will not depart."

In Mr. Seldes's opinion, "the freshness of jazz" is "the one thing which stands between us and the doleful picture drawn by Mr. Rosenfeld." As we are told,

"Here the breath of life is definite, even if it is not always a great wind; here sharp minds and simple souls are expressing something gay and light, with simplicity and a certain carelessness of conventional pedantry which is near to courage. Jazz is roaring and stamping and vulgar, you may say; but you can not say that it is pale and polite and dying. Intellectually, one claims, it is trivial; emotionally it deals with the common; structurally it is weak, and as a whole it is a blackjack, commanding you to stand and deliver your emotional reactions. I do not admit these things, but even if they were true they would indicate sources of strength and of growth. The mechanism which at the moment corresponds so tragically to a mechanical civilization may be infused with humanity. And the strength, the touch upon common things, the hold upon common emotions, the almost rapturous freedom, the carelessness, the lack of dignity, the very vulgarity, if you insist, of jazz are treasures beyond price in a world which is busy with business and a society corrupted by false ideas of politeness and gentility in the arts. Jazz at least is mastering its machine instead of allowing itself to be enslaved. It will not sacrifice music and it will possibly create music. I think that those who fear it too much, who find it not dainty enough, who will not incorporate it in the body of music, will do the more harm to the art they love."

Thus ends Mr. Seldes's defense of jazz—for the present—but one may surmise that he will soon write further, inasmuch as an article by the musical critic of the London *Times* reports impressions of jazz in America. Says the returned British traveler, provocatively:



Courtesy of the Metropolitan Museum of Art

A MASTERPIECE IN SILK

Produced by machinery, this exquisite work figured conspicuously in the Metropolitan's recent Exhibition of Industrial Art.

"A movement, which was amusingly illustrated in a song recital given by that excellent artist, Miss Eva Gauthier, is the attempt of the 'young' group of American musicians to take 'jazz' seriously. 'Jazz,' they say, is, indeed, something which has sprung from our soil; let us accept it and enjoy it. Quite so; why not? Acting on the suggestion, I spent a delightful evening with some musical friends, sampling the admirable 'jazz' bands of various entertainments on Broadway, and the time was well spent.

"Besides discovering at last what is the technical distinction between 'jazz' and its elder relative, 'ragtime,' I heard enough of it to realize its lure when all more reasonable music is banished from the mind. But what Miss Gauthier did was to put a group of such songs in an Æolian Hall program, ranging from Purcell and Byrd to Bartok and Schoenberg, and a refined audience listened to 'Alexander's Ragtime Band,' feeling that she and they were making fools of themselves together. An uncomfortable business, only worth recalling to show how many are the birth pangs which must be suffered before an 'American School of Composition' can draw breath."

NEW TRAPS FOR PICTURE-FAKERS

SHERLOCK HOLMES HIMSELF could hardly surpass in resourcefulness the brilliant French chemist and physicist, Mr. Bayle, who is at the head of the Bureau of Judicial Identity in Paris, and recently addrest the French Academy of Sciences on his new and ingenious methods of detecting fraudulent works of art. He uses not only the microscope and both X-rays and ultra-violet rays, but also an invention of his own, the chromoscope. According to an article by Jacques Boyer in *La Nature*, "chemical analysis is rarely employed because of the difficulty of obtaining samples to analyze." However—

"In the case of a picture painted upon canvas it is possible to detach from the rear side a thread a few milimeters in length. The fragment will reveal under the microscope the nature of the fabric (hemp, linen, etc.), while micro-analysis will indicate the character of the sizing, this indication being confirmed if necessary by spectroscopic examination."

Inasmuch as every artist has his own characteristic brush-stroke, always a mark of genuineness, Mr. Bayle employs a special apparatus to make the brush-stroke visible while incidentally it reveals any traces of accidents and retouching. Says Mr. Boyer:

"Mr. Bayle conceived the idea of taking advantage of the unequal sensitiveness to different colors of photographic plates prepared with bromide of silver on gelatin. He photographs the picture to be tested with suitable illumination. In order to obtain a light having any desired wave-length, he has constructed a special apparatus which he calls a four-focus chromoscope or a polychrome selective projector. This comprises four electric bulbs, from which issue beams of light which converge at a given point. Three of these are fitted with screens which are red, blue, and green, respectively, while the light of the fourth remains white."

By combining these four beams of light in various ways and with various degrees of intensity, the operator is enabled to bring out spots and marks produced by accidents or retouching in a very remarkable manner, we are told. In a case recently tried in which a portrait of a woman painted by Renoir was the subject of litigation, he was able to show the very form of the brush-mark which had been altered from the normal by reason of a stroke of paralysis which the painter had suffered. Mr. Bayle also makes use of the ultra-violet rays in certain tests. These have the property of exciting fluorescence in certain mineral colors, such as zinc-white. In connection with these rays he employs a glass screen treated with nickel chromate which arrests the visible rays of the spectrum and intensifies the fluorescence of various colors, and especially of varnishes. The particular advantage of this method is that it instantly reveals the slightest scratch and any unevenness of the varnish—i. e., any extra thickness or thinness at a given spot. Obviously this offers an admirable means of detecting any falsification of dates or signatures. A third method of examination is spectral analysis by means of a large Fery spectrograph. Finally he employs an instrument called a spectrophotometer, which is described as being in itself a laboratory wherein multiple optical combinations can be made, and which furnishes a precise quantitative analysis of any mixture of pigments. The author illustrates the use of these methods by citing cases:

"In the first instance the magistrates confided to Mr. Bayle a 'Portrait de la Tirana' which had been attributed to Goya. He first photographed the picture with the four-focus chromoscope. In this manner he showed plainly the hesitating manner in which the work had been executed, the retouching which had been done on the neck, the shoulder and the right arm of the woman, as well as certain spots and brush-hairs. The head was then examined by the X-ray, which indicated that the sizing had been done with red lead, a finding which was confirmed by both chemical and spectral analyses."

The picture was then illuminated with the ultra-violet rays which were directed particularly upon the spot which bore the inscription visible to the naked eye, "Goya A. 1799.' Instantly the fluorescence which appeared entirely altered the aspect of this area. The name faded away, while the "1799" was changed to "1792" and "The Tirana" appeared underneath some indications of scratching along a line which was thickened or overloaded with varnish. It was at once obvious that the work had been falsified by a skilful forger, who had first scratched out the true date and then revarnished the picture. The judges decided, accordingly, that the painting was not a genuine Goya.

Again, as we are told, a certain judge required Mr. Bayle to examine minutely some of the latest works of Renoir, known to be authentic, and particularly to study the technique of the painter in order that he might thus be prepared to compare a contested picture with one known to be genuine. The picture in question was a "Woman Wearing a Yellow Hat Trimmed with Red and White Roses." Renoir's son lent two genuine canvases to M. Bayle. Then he succeeded in finding a pupil of the great painter, and also the dealer from whom he bought his paints. From these witnesses he obtained valuable data as to the manner in which Renoir worked, which may be summarized as follows:

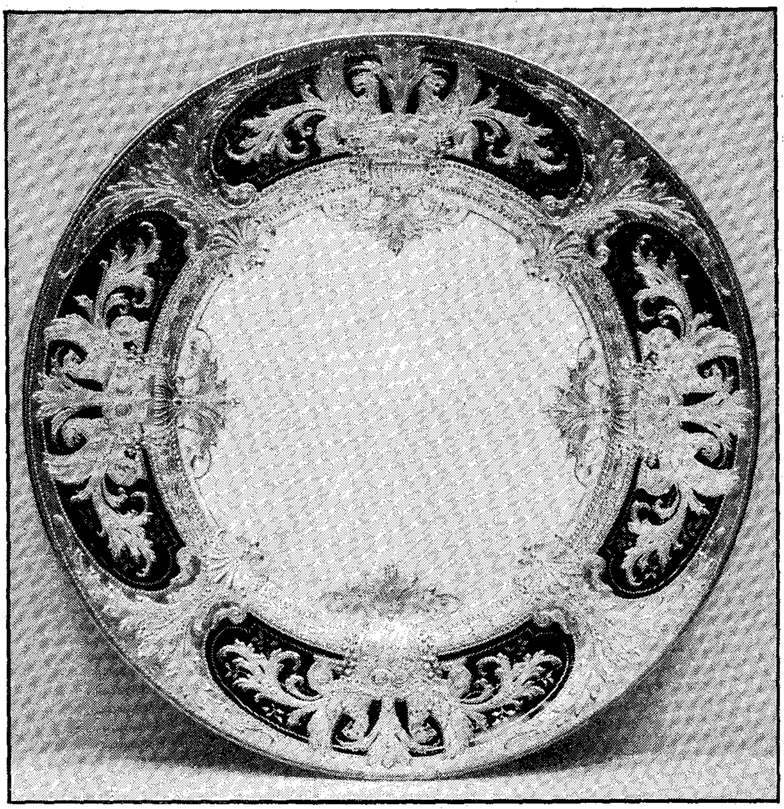
> "During the first twenty years of his life the artist used no yellow except Naples yellow; he painted with small quantities of pigment which he diluted greatly with a mixture of oil and turpentine; finally, because of the infirmity which affected the movements of his right arm, his brush-strokes were short and abrupt. In order to verify the correctness of this information M. Bayle began by analyzing the colors of Renoir's palette which was placed at his disposal by the artist's son. He then examined by the spectrograph minute particles of pigment, scarcely larger than the point of a needle, taken from the canvas. By means of the instrument described above he vaporized these fragments of color between two carbons inserted in the path of a high-frequency spark, whose image was directed through the slit of a spectrograph. The examination of the spectrograms thus obtained made it possible to identify the elements which entered into each mixture examined."

Among the paints taken from Renoir's palette, Naples yellow (antimoniate of lead) and ochre (consisting of a form of clay rich in oxid of iron) were found; but chrome yellow, cadmium yellow, and other light yellows similar in tint, were entirely lacking. The same finding was obtained in the minute specimens taken from the genuine canvas. In the picture under litigation no trace was found of the antimony radiation—the painter had employed cadmium yellow, chrome yellow or strontium yellow, but never by any chance Naples yellow!

THE COVER DESIGN—Gaspar Pieter Verbruggen, the painter of the brilliant Still Life on the cover, was one of the most famous of the Dutch and Flemish school who specialized in flowers. He was born in Antwerp in 1664, and died there in 1730. It is interesting to note that recent examinations by botanists of the flowers in several of these pictures seem to show that some of them do not exist to-day. Apparently they cultivated certain varieties of flowers in the seventeenth century which have now become entirely extinct.

THE SHORT STORY TYPICAL OF AMERICA

THE EXACT VESSEL for catching and holding the various racial characteristics of America is what one writer calls the short story in the introduction of what has become an annual collection of short stories, the book of the O. Henry Memorial Award, containing the "Prize Stories of 1923." Blanche Colton Williams, one of the five judges, goes ahead to prove it from the experience gained from reading thousands of short stories in the past few years. That the good stories are increasing in number is her contention, altho not perhaps in the same ratio in which magazines are increasing. The main point is that we are developing through them a distinctively American literature. She says:



Courtesy of the Metropolitan Museum of Art

HOW THE MUSEUM BENEFITS THE FACTORY

Frank Graham Holmes, who designed this plate, drew his inspiration from porcelains in the Metropolitan Museum of Art.

> "As magazines increase in number, good stories increase, but not in equal ratio. The reason, which will commend itself to all readers, is apparent to any reader who has served a term in the editorial office. A story is rejected on one of several counts: it falls below the standard of the magazine; it is not of the type suited to the purpose and the audience of the magazine; it comes at a time when the vaults are overstocked. If superlatively excellent, it may overthrow both the second and third barriers. But, let us say, it is rejected because it departs from type. It may develop a psychological struggle, an adventure of the soul, whereas the periodical to which it is offered prefers stories of physical adventure. Sent back, the script may be bought subsequently by a magazine of repute superior to the first. But make no mistake: the editor paying most to-day has the pick of the market. He has first chance, tho he may not pick the best. He may leave ungathered a peach of a story, because he believes his readers like apples or plums. Editor Number Two may observe the fine fiber of the rejected fruit and serve it up. So the good story is salvaged. Stories below standard fall to publications implicitly serving readers of lighter, cheaper fiction. The inferior story, then, ultimately finds an audience."

In an analysis of the stories printed in the volume, the author shows that the "current of American fiction bears on its bosom the heritage of all the racial streams which have united to form it."

RELIGION-AND-SOCIAL-SERVICE

PACIFISM VS. PREPAREDNESS

THE TIDE OF PACIFISM was never higher than it is now, we are told; but the peculiar point in the situation is that while some groups of pacifists, who sincerely regard themselves as followers of Christ and proclaim Him as their example, are being roundly denounced for their refusal ever to fight, the whole land is filled with an outcry against the "crime of war." Church bodies are arraying themselves against it, and in Congress are pending resolutions asking President Coolidge to call another international conference to bring about further limitation of armaments in the air and on land and sea. War is universally damned. The question is, how to prevent it? By refusing to fight under any circumstances, say the idealists—dubbed less kindly by some of their "Christian" fellows. By preparing against it, say those to whom Utopia is still Utopia and war sometimes a "necessary evil."

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REPUDIATES PACIFISM

"We should risk all in the defense of our nation," says President Walter Dill Scott, of Northwestern University.

At Northwestern University recently the issue was joined when the "Original Thirty-eight," young students all, after hearing an address by a man described as a notorious conscientious objector and wartime slacker, signed a pledge never again to take up arms, no matter what the cause. The event caused a sensation, not unmixed with rowdyism, according to press reports. David Wollins, a junior in the liberal arts and said to have been the leader of the "Original Thirty-eight," felt the faculty ax, being expelled because, it was stated, the university authorities believed "he could not adjust himself to the university group." Not since the Armistice, we are told, have Evanston and Chicago been so stirred as by the "antipatriotic" utterances of the young students. Many false and misleading reports are said to have been given out and circulated through the press.

A student—John K. Benedict—gives the "truth." In a letter to the Chicago *Tribune* he says there are three groups of students in Northwestern and Garrett Biblical Institute, a theological institution affiliated with the University. The first group is composed of those who believe that it is always a man's duty to take up arms at his country's call, regardless of his own personal conviction concerning the righteousness of the cause. These are the "anti-pacifists," said to be decreasing in number. The second group is composed of those who do not believe that it is always one's duty to take up arms for his country, who would refuse to participate in war under many, and perhaps all, ordinary circumstances, but who refuse to pledge themselves never to do so, "because they believe that there might possibly arise some special occasion when they would feel it their Christian duty." They "place loyalty to religious conviction above loyalty to country." This group, says the writer, is steadily increasing. The third group is composed of those who believe that war "is always utterly and irrevocably un-Christian and who find themselves unable conscientiously to participate in it under any circumstances." They are the "absolute pacifists," now in the minority but said to be steadily increasing in number. On the faculties of Northwestern and the Biblical Institute, says Mr. Benedict, there are some "nonabsolute pacifists." He knows, he says, that it is not true that there are no "absolute pacifists" on either faculty. One thing more he adds:

> "Those upon the campus who call themselves 'pacifists' are neither Communists nor Bolshevists nor anarchists. They have no connection whatever with the I. W. W. or Soviet Russia. They are not wild-eyed, long-haired, ranting, raving radicals. They are a group of young men and women who are sincerely and devotedly Christian."

In their turn, the anti-pacifist students, combined with the Evanston Post of the American Legion, the university's Reserve Officers' Training Corps and the faculty, held a mass meeting and issued cards pledging the signers to allegiance to the United States during peace and war which are said to have been signed by seventy-five per cent. of the students. In his address, as we quote it from the press, President Walter Dill Scott, head of the University, says that the attitude of the institution "is that we should risk all in the defense of our nation." It is not the University's aim, he points out, to tell students what they should think and say, "but to teach them how to attack all important problems. . . . Northwestern is a definitely Christian institution and attempts in all things to apply Christian ideals and follow Christian principles." Referring to the difficulty between those who "sincerely believe that the way to avoid future wars is to refuse to fight and those who sincerely believe that the way to avoid future wars is to prepare for war," he says, "most of us belong to the latter group, and we are faced with the problem of winning over those who disagree with us." He read a message from President Coolidge approving the purposes of the meeting, and saying, "the flag, as the symbol of our best and deepest national sentiment, must always be assured the respect and devotion of whoever presumes to be worthy of the privileges of American citizenship." Considerably less pacific was the utterance of Brig.-Gen. Nathan William MacChesney, president of the university's alumni association, who branded the "thirty-eight" as "spineless, pusillanimous pacifists," and classed the man who had addrest them with Benedict Arnold and Judas Iscariot. "We believe in keeping open the doors of the university to all classes of students," he is quoted as saying, "but we want no one guilty of treason to his country. We desire only those who lead honest lives, are loyal to their country and true to their God."

The Northwestern rumpus started several inquiries as to the attitude of some well-known leaders toward war. In response to the question put to him, President Ernest DeWitt Burton, of the University of Chicago, is quoted by the University of Chicago *News Letter* as saying, "I earnestly hope that the time may never come when we shall have to use force against any organized body of our own citizens or any other nation, but I believe we must still by a policy of moderate preparedness hold ourselves in readiness to take up arms, if, despite our best endeavors to avoid it, this is nevertheless necessary."

A similar position is taken by Bishop Thomas Nicholson, head of the Methodist Episcopal Church in Chicago, who, approached by an American Legion delegation after the Evanston incident, declared that war is a preventable crime and that it must be the prime business of the Christian Church to make it impossible for any great war to occur in the future. But, he went on, as he is quoted indirectly, "if the flag were fired on, he would be in the forefront of those demanding its defense."

Echoes of the war against war are heard, too, in other circles. According to the Chicago *Evening Post*, the Presbyterian church in Chicago urges the General Assembly, which meets at Grand Rapids, Michigan, in May, to "issue a deliverance denouncing the un-Christian philosophy which declares war to be inevitable; to restate belief in a peaceful method of settling international disputes; to declare the church unalterably opposed to war and the entire war system; to pledge the church to an unrelenting crusade for a warless world, and to declare its purpose to cooperate with other churches and Christians everywhere in a sincere endeavor to establish the ways of peace." The Methodist Conference, which meets in Springfield, Massachusetts, in May, is also to be overtured against war, we are told, by Methodist clergymen of Pittsburgh, who ask for the unalterable opposition on the part of the church to "the entire war system, economic exploitation, imperialism and militarism."

Two Army men take the pacifist propaganda seriously. Speaking at a dinner in New York, Brig. Gen. William Weigel, commander of the Twelfth Corps Reserves, accused the pacifist propagandists of "doing the best they can to spoil our citizens' training camps, our preparedness movements and even the work of the Boy Scouts. These are not ignorant foreigners doing that," he continued, "but among our best American people." "The tide of pacifism," reported Maj. Gen. James G. Harbord, "was never higher than it is at this moment."

Editorial comment on the situation agrees, generally, with the "rationalist" pacifism of Bishop Nicholson. Most of us, including those who fought in the war, says the Pittsburgh *Chronicle-Telegraph*, "are the same kind of pacifists as Bishop Nicholson, hating war and striving for peace, but recognizing the need for keeping our powder dry so long as the nations of the world go armed." The Omaha *World-Herald* thinks that the Northwestern University authorities attached too much importance to the action of the "fledglings who let their high ideals get the better of their good sense and patriotism." But it alines itself with the "middle-of-the-roaders" who hate war, but rally to the flag if war has to come. The Chicago *Evening Post* voices what is, perhaps, a common feeling when it says:

> "The questions involved here are momentous and difficult. They are not to be answered by extremists; nor are the answers to be found in the sort of atmosphere which extremists create. The spirit of tolerance is essential to their fair consideration.
>
> "The pacifist who pledges himself never under any conditions to countenance the use of armed force assumes a position which is disloyal to his fellows. But the man at the other extreme who flouts every effort to stamp war as criminal, to outlaw it and make it impossible, is no less disloyal. Neither honors the flag.
>
> "It remains for men whose patriotism is of the type which would defend the weak, which hates war, to rescue the flag from the hands of both. They must not be stampeded by the shouters on either side. They must not allow the one to misrepresent Christian idealism nor the other to abuse the cause of patriotism. The crusade against war must go on; it must be prest vigorously, and men must take the lead in it who think sanely, and whose wisdom will avert the disaster which may overtake a holy cause through the passions aroused by the conflict of extremists."

WIPING OUT OREGON'S SCHOOL LAW

A SALVO OF COMMENDATION greets the decision declaring unconstitutional the Oregon Compulsory School Law, which requires, with certain exceptions, all children between eight and sixteen years of age to attend public school. The decision was handed down by the Federal District Court, sitting in Portland. It asserts that the law robs parents of their rights, private-school teachers of their livelihood, and private schools of their property. Originating, we are told, with the Scottish Rite Masons, the bill became one of the main issues in the general election of 1922, being backed by the Federated Patriotic Societies and the Ku Klux Klan, their argument being that "free and compulsory education of children in the public primary schools is the only sure foundation for the perpetuation and preservation of our free institutions," and that the public schools are a means of assimilating the foreign born and preventing race, religious, or social antagonism. In addition to the private-school representatives, the bill was opposed by five faiths—the Episcopalians, the Lutherans, the Roman Catholics, the Presbyterians, and the Seventh Day Adventists. The bill was carried by a vote of 115,506 to 103,685, and the law was to have become effective in September, 1926.

The decision, to be appealed to the United States Supreme Court by Gov. Walter M. Pierce, was rendered in cases brought by the Hill Military Academy of Portland, a private school for boys, and by the Society of Sisters of the Holy Names of Jesus and Mary, a Roman Catholic institution having charge of parochial schools. After declaring that the law nullifies the constitutional right of private schools to teach the grammar grades and deprives them of their property without due process of law, and that it invades the constitutional rights of parents, the ruling continues:

> "The act could not be more effective for utterly destroying the business and occupation of the complainants' schools, except perhaps the colleges and preparatory grades, if it had been entitled 'an act to prevent parochial and private schools from teaching the grammar grades.'
>
> "This serves to emphasize the seriousness of the controversy. Indeed, the simile is no stronger than the argument for the adoption of the measure, which put it:
>
> "'A divided school can no more succeed than a divided nation.' That such is the purpose of the act is obvious and incontrovertible.
>
> "It can not be successfully combated that parochial and private schools have existed almost from time immemorial—so long, at least, that their privilege and right to teach grammar grades must be regarded as natural and inherent, as much as the privilege and right of a tutor to teach the German language in the grammar grades, as was held in Meyer vs. Nebraska Supra.
>
> "The right of the State to establish as its school policy compulsory education within its boundaries is conceded. Practically all the States in the Union have adopted such a policy, but no State has ventured so far as to eliminate parochial and private schools from participating in the promotion of the policy."

The case has attracted universal interest, and the court's decision, to judge at least by comment in numerous papers, meets with general satisfaction. Sectional lines disappear. It is not too much to say, remarks the Portland *Oregonian*, voicing a widely held opinion, that the action of the court was generally expected. Nor is there any great hazard, we are told, in the prediction that the Supreme Court of the United States will interpret the Constitution and the law in the same manner. To *The Oregonian* an outstanding merit of the decision is that it "is a frank, learned and convincing discussion of all phases of the case, a complete apprehension of the fundamental issues, a distinct purpose to postpone or evade nothing. . . . It was conceivable that a timid or procrastinating court might have found reasons for declining to take jurisdiction or for postponing action until the actual effective date of the law, more than two years hence. It did not. It is firm and prompt action, such as this, that justifies continued confidence in the high purposes and lofty character of the Federal judiciary." Characterizing the law as "an attack upon schools maintained by the Catholics, Lutherans and other religious denominations which give common-school education along with instruction in the tenets of their faith," and also upon non-sectarian private schools, the St. Paul *Pioneer Press* says that its effect is "to take away from the parents all control over the secular and incidentally the religious training which their children shall receive." To this paper

> "It is unquestionable that parental discipline will be greatly impaired, parental responsibility weakened and the home or family will cease to be the unit that it is traditionally, when some government official shall displace the parent and decree that the child shall attend a certain school and no other.
>
> "If Judge Wolverton's decision is upheld, a dangerous controversy on religious lines will be closed in Oregon and prevented from spreading into other States."

Noting that the law was opposed by many who were not at all in sympathy with the tenets of the religious faith at which it was aimed, the Columbus *Evening Dispatch* says that if the constitutionality of the law shall finally be sustained by the Supreme Court, "the way would of course be open to the prohibition of any kind of educational institution, religious or otherwise." But, "considering the part that other than government agencies have played in American education from the very start, it seems very unlikely that such a decision will be rendered." Jumping to Texas, we find the Houston *Chronicle* observing that the philosophy of the Oregon school law is "Prussian to the core, aiming at nothing short of mass tyranny over the individual and the subjection of his conscience, his religious convictions, to the State." If declared constitutional, it would "set up a precedent which might justify the wildest invasion of constitutional rights."

Similar Southern denunciation of the law is found in the Norfolk *Virginian-Pilot*, which says that the inspiration of the Oregon statute was "that pestiferous post-war meddlesomeness which, in the name of 100 per cent. Americanism—God save the mark—sought to uproot from free American life all institutions conceived to be tainted with alienism and divided allegiance." However, if the ruling of the Federal District Court at Portland is upheld by the United States Supreme Court, "Oregon will be once more safe for the kind of Americanism that flourished there and elsewhere in the United States prior to the birth and propagation of the doctrine that in the name of Americanism it is proper to annihilate individual religious and educational preferences, and, if necessary, introduce in the United States the methods and practises of the Spanish Inquisition." In Boston, Philadelphia and New York, to take a few cities in the East, we find editors approving the ruling against the Oregon school law, and opinion here and elsewhere may be fittingly summed up in this expression of the Boston *Transcript:*

> "The general sentiment of the country can hardly fail to be satisfied with the disallowing of this law, and satisfied with it all the more because it fittingly rebukes the intrusion into the field of politics and legislation of secret societies which act as if they were animated by a special object. We want no legislation, of the States or of Congress, which contravenes the rights of citizens to worship God as they please, and to choose within the limits of efficient education the teachers of their children."

PUTTING CHRISTIANITY INTO BUSINESS

"I'M NOT IN BUSINESS FOR MY HEALTH," says the business man of a well-known type, and in the matter of profit, "I want all that the traffic can bear." Which is to say that a man can not be at one and the same time a good Christian and a successful business man. The idea has accounted for many individual successes, but also, we are told, it has left much social wreckage behind. While the business man counted up his profits in dollars, the community reckoned up its loss in starved bodies and angry hearts. It would be an almost unheard-of thing for a Christian business man, or any business man for that matter, says Governor William E. Sweet of Colorado, to distribute one-half of his profits to his employees, or to reduce the cost of his product because he was making too much money. And it is this antagonism between self and society, writes the Governor in the Pittsburgh *Christian Advocate* (Methodist), which leads to all forms of unrighteousness and unsocial acts of business. He continues:

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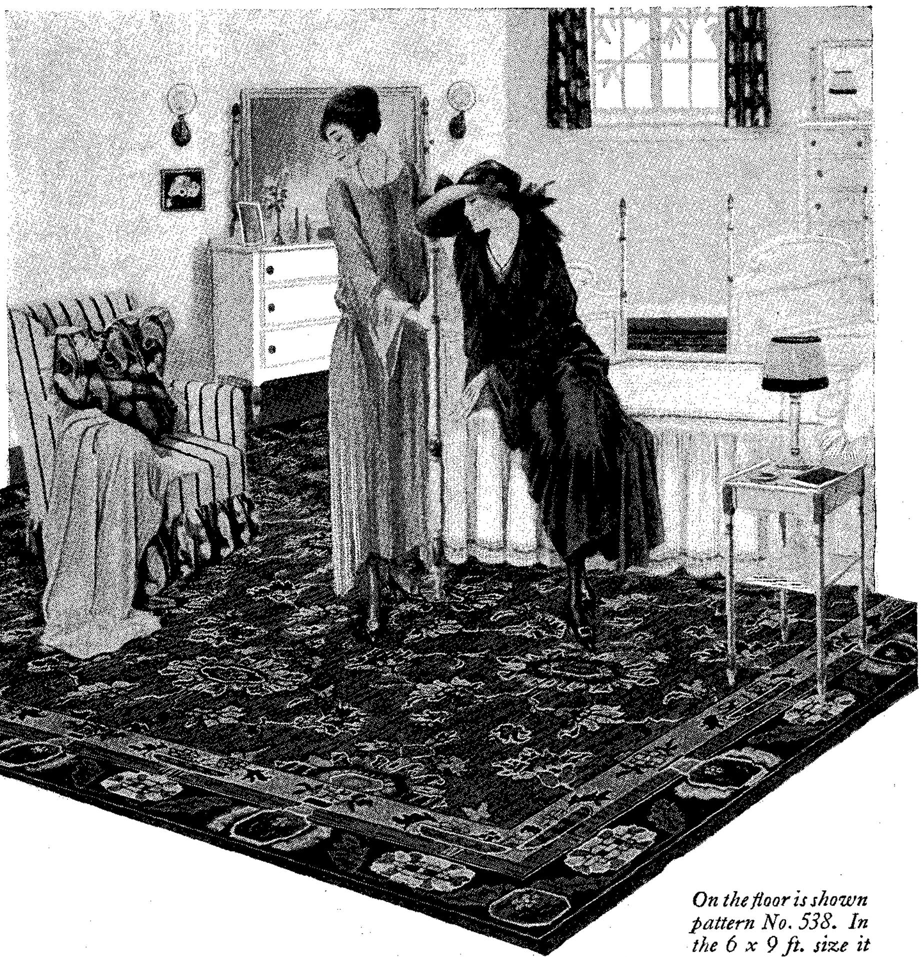
JUSTICE BEFORE PROFITS

This, says Governor William E. Sweet of Colorado, should be the philosophy of the Christian business man.

> "It is interesting to note the workings of the minds of Christian business men when confronted with some of the newer teachings concerning economics and sociology. For instance, business men have been taught, either in the classroom or elsewhere, that the law of supply and demand is as inexorable as the law of gravitation. Doubtless when business was largely a matter of barter and trade, before the existence of the vast centralization of capital and the great reservoirs of credit which have been created for business purposes, people never thought that this law of supply and demand could be in any way modified.
>
> "However, we know that by using enormous sums of money for credit purposes, all of the supply of a commodity, or a sufficient amount of it to affect the price, can be bought and held out of the market until it is possible for it to be marketed at an enormous profit."

But apply the principle to labor. The labor group, says Governor Sweet, has for sale only its labor power and if allowed to operate on the basis of supply and demand wages would fluctuate beyond all reason. Therefore the labor unions combine to fix the price of the commodity which they have for sale, at a living wage at least, or considerably more, "which is their due." But, asks the Colorado executive,

> "What is the attitude of many Christian men under such circumstances? They condemn laboring men for combining when in their own business they adopt constantly this procedure. Surely in justice we should grant the workers the same privilege that we concede to employers.
>
> "We grant capital, when invested in public utilities, a certain fixt rate of income, depending upon the hazard of the business. The United States Supreme Court has made many decisions upholding the constitutionality of these laws. But if labor should demand a fixt rate of wages, even labor which is employed by such public utility corporations, the public would condemn it. The Esch-Cummins Law practically guarantees to captial 5¾ per cent. on the investment in railroads, but no railroad worker can demand any wage other than that which competition fixes. In other words, in certain lines of business, capital does not compete with capital, but labor must always compete with labor, except where strong organizations of labor fix the terms on which labor shall be employed.
>
> "Can we justify non-competition in capital and disastrous competition in wages? These are some of the problems which the Christian business man must think through if he is to apply the principles of Jesus to business and to the social order."



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These attractive rugs are quite as artistic in design and coloring as rugs that are far more expensive. Their variety of patterns is so extensive that it is easy to find the right one for any room. Simple geometric effects make the kitchen and bathroom neat and trim; a host of elaborate motifs in softly harmonizing shades add to the cheerfulness of the living room, dining room or bedroom.

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The rugs illustrated are made only in the five large sizes. The small rugs are made in other designs to harmonize with them.

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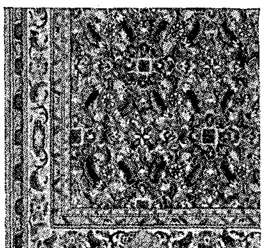

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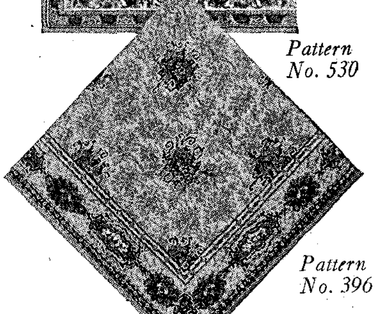

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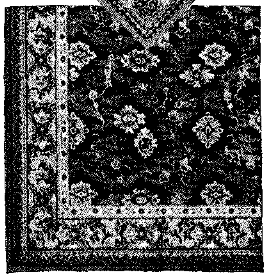

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ART-RUGS

A very interesting new booklet by Anne Pierce, entitled "*Beautify Your Home With Gold-Seal Congoleum Art-Rugs,*" shows all the patterns in full colors and gives many valuable suggestions for brightening up the home. Drop a line to our nearest office today for *your* free copy.

CURRENT POETRY

Unsolicited contributions to this department cannot be returned.

NOW the season is come when lovers of walking may indulge themselves to their heart's content, it is interesting to note in the Oxford book of Australasian Verse, a song summons to leave the broad highway. Apart from the novelty of the landscape which is pictured here, we have the charm of a really lyric rhythm, admirably suited to the spirit of the poem.

SONG OF THE FOOT TRACK

By Elsie Cole

Come away, come away from the straightness of the road;
I will lead you into delicate recesses
Where peals of ripples ring through the maidenhair's abode
In the heart of little water wildernesses.

I will show you pleasant places; tawny hills the sun has kissed,
Where the giant trees the wind is always swinging
Rise from clouds of pearly saplings tipped with rose and amethyst,—
Fairy boughs where fairy butterflies are clinging.

Come away from the road; I will lead through shade and sheen,
Changing brightly as the year of color passes
Through each tint the opal knows, from the flaming winter green
To the summer gold and silver of the grasses.

Here is riot of leaf and blossom, ferny mosses in the glade
Pressing round the wattle's stem of dappled splendour:
Even the pathway that you tread smiles with daisies unafraid—
Laden branches lean to breathe a welcome tender.

Come away from the road; let wild petals cool your eyes;
Dim and hardened with the arid light of duty;
Lose awhile your weary purpose, leave the highway of the wise
For the little reckless track of joy and beauty.

I am fairer still to follow where the Bush is lonelier grown
And the purple vines fling tendrils out to bind me
For the secret of my lure is the call of the Unknown,
Hidden Loveliness that laughs: "Come and find me!"

Follow on, ah, come with me! Though the way is fainter shown
Where the restless waves of green have splashed and crossed me,
In the temple of the trees you have met delight alone:
Winning happiness, what matter though you lost me?

In this dreamy fane of sunshine, where wood-violets are rife,
Though I leave you,—path and bracken surges blended,—
Would you say I led you vainly? I have sung the joy of life,
I have set you in the way, my song is ended.

THE contrast of appeal between the mountains and the sea of which we are all so sensible is rather vividly drawn in these stanzas from *The Lyric West* (Los Angeles).

SEA RHYTHM

By Mary Brent Whiteside

I have not loved the troubling beauty of the sea,
Though it assails my heart, perpetually.
Rather I love the tranquil hills. Serene and still
Is the enduring beauty of a hill.

There, changeless calm and quietude majestic sit.
Though cloud and wind and rain sweep over it.

The artful moon delights to sway the passionate sea;
A hill stand motionless, eternally.

Swept by lamenting winds, the wild sea cries aloud;
A hill is silent always as a cloud.

A storm torn human soul is like the troubled sea;
The hills are as I would my soul might be.

Why should my heart, that seeks the quiet of a hill,
Send through my blood the wild sea rhythm still?

AN ancient view of the woodland world is afforded by Louise A. Doran in her volume entitled "From a Rose Jar." (The Cloister Press, San Francisco.) Artemis, it will be recalled from Greek mythology, was a goddess, whom the Romans identified with their Diana.

ARTEMIS

By Louise A. Doran

When all the world before me lies,
The velvet of the jewelled skies,
The carpet of the sea outrolled,
The changing, blending, radiant dyes
Of leaf and glade, of brake and wold
When all that wealth enrapts my eyes,
What need have I of gold?

When on the mountain-tops the winds
Will frolic with me; and the hinds
Will dwell beside me; when the dove
Doth cease its plaint, and shelter finds
In my warm breast from skies above;
When Pan his heart with mine entwines;
Why should I seek for Love?

To *The London Outlook*, Raymond Swing contributes two sonnets of quasi-autobiographic strain. A pleasure in reading them is to find the second sonnet so happy a pendant to the first.

SONNETS

By Raymond Swing

Once I was ill and decadent with doubt
And cried, why must I serve a leader grim
Who drives me ever forward to my rout?
And in despair I vowed the lord to flout
Who cheers so little those who yeoman him,
Down from the fortress tower I swore to leap,
And swim the moat to gain oblivion's strand.
But though I poised to spring, no urgent hand
Demurred to stay me, nor did any weep.
And I awoke as from a dreadful sleep
To find that I, myself the lord, did stand
Upon the outer ramparts of the keep,
My heart a-flame with some new work I planned,
And mending walls where foes last scaled the steep.

II

I have a casket where my jewels rest,
Dull, dull old gems that are the griefs I knew.
Once I was wont to count them and detest
These proofs of worthless purchases, and strew
The doles in anguish on the ground in view
Of God, and cry, were these, then for the best?
But since you came, flooding the solemn hue
Of any sorrow with your gladsome rays,
The once dull stones take fire beneath your glow,
And each an unguessed loveliness displays
That I had never found without your blaze.
I learn I needed all the earlier woe
To string the sparkling garland of these days,
And am content that I have sorrowed so.

THE call of the country as the city dweller hears it in springtime is prettily reproduced in *Harper's Magazine* in the following simple and colorful lines:

IN SPRINGTIME

By W. H. Davies

There's many a pool that holds a cloud
Deep down for miles, to float along;
There's many a hedge that's white with May,
To bring the backward birds to song;
There's many a country lane that smells
Of beanfields, through the night and day:
Then why should I be here this hour,
In springtime, when the month is May?

There's nothing else but stone I see,
With but this ribbon of a sky:
And not a garden big enough
To share it with a butterfly.
Why do I walk these dull dark streets,
In gloom and silence, all day long—
In springtime, when the blackbird's day
Is four and twenty hours of song?

THE heroines of Irish legend, who have become so widely known through the renaissance of Irish literature, are befittingly sung in the *Irish Statesman* (Dublin).

QUEENS IN TIR-NA-n'OG

By Paul Gregan

Not in some moon-cold underworld of woe
Where shrinking ghosts of long-dead lovers groan,
Where never noon nor morning makes a glow
To light grim Pluto on his murky throne:
But on an island of the Western deep—
Its yellow beaches flecked with milky spray
Of oceans foaming as they turn in sleep—
'Midst changing beauties of the night and day,
And memories of dear and distant scenes,
They reign, the glory of our epic tale,
Those unforgotten, proud and gracious queens,
The loved and lovely women of the Gael.

Deirdre is dead, but in her isle of dream
The hills of Alba rise, its streams run cold;
The horn of Naisi hails the morning beam,
His sleeping heart upholds her head of gold;
Emer has won her hero back, her name
With his and Fame's shall be forever twined;
And Maeve, whose heart was a red battle flame,
Hears shouts of Erin's wars upon the wind.
Time folds them close with timeless dreams, his wings
Flutter no more about each lovely ghost;
They shall dream on, until the trumpet rings
The last reveille for the Irish host.

IT is questionable whether it will ever become the practise to indite epitaphs in the manner Walter de la Mare discloses in the London *Adelphi*. It is also questionable whether a miser could ever see himself as realistically as the poet would have us believe.

AN EPITAPH

By Walter de la Mare

Hook-nosed was I; loose-lipped; greed fixed its gaze
In my young eyes ere they knew brass from gold.
Doomed to the blazing market-place my days—
A sweating chafferer of the bought and sold.
Frowned on and spat at, flattered and decried,
One only thing man asked of me—my price.
I lived, detested; and deserted, died;
Scorned by the virtuous and the jest of vice.
And now behold, you Christians, my true worth;
Step close: I have inherited the Earth.

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Cadillac Motor Car Co.
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"*Contentment*"—Absolute contentment in her motor car choice is reserved for the woman who owns a new V-63 Cadillac.

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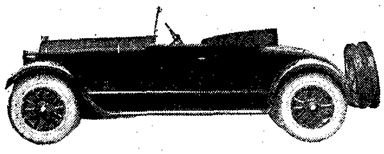
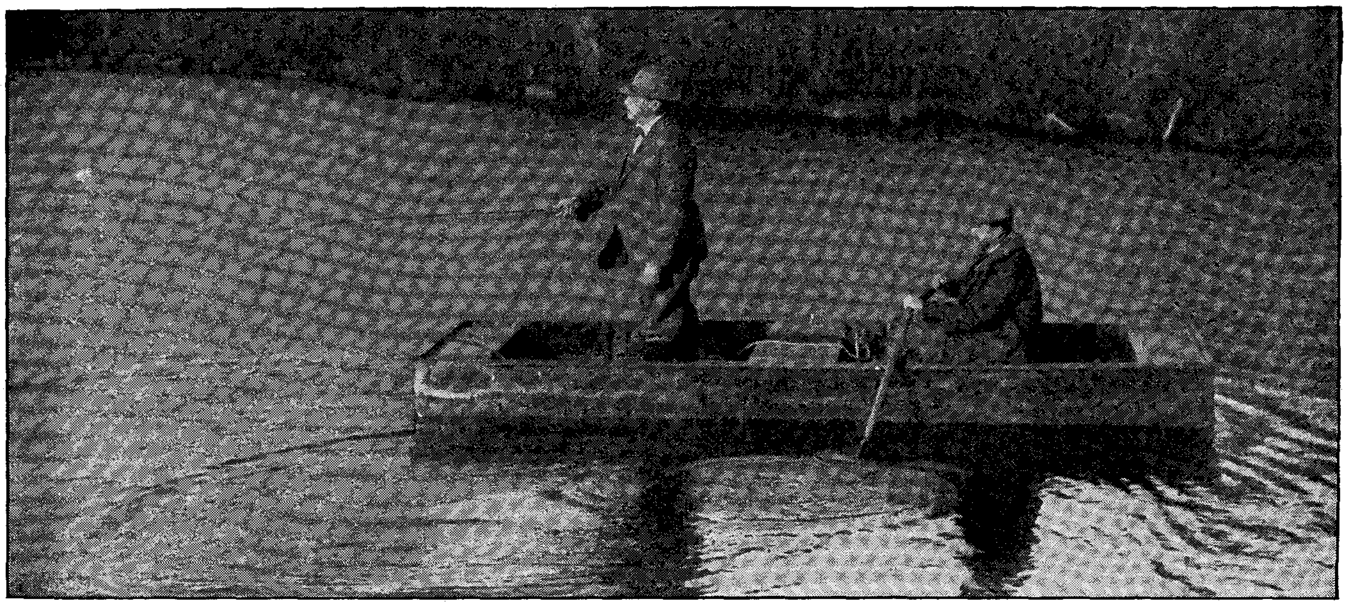
CADILLAC

STANDARD OF THE WORLD



CADILLAC V-63 ROADSTER

PERSONAL ▾ GLIMPSES



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IN THE SPRING, THE NEW ATTORNEY-GENERAL'S FANCY TURNS IN THIS DIRECTION

The successor of Mr. Daugherty, known as "Slug" Stone among his friends, is credited with being a mighty fisherman, as well as a mighty good lawyer, fighter, organizer, husband, father and citizen-in-general of the U. S. A.

THE $125,000 LAWYER IN A $12,000 JOB

ON A CASH BASIS, Harlan Fiske Stone, new Attorney-General of the United States, may be considered to have taken a drop, but if opportunity to do something for his country is included in the equation, he has a chance, everybody agrees, to acquire a good raise. He enjoys the advantage, it appears, of having been a fighter and organizer from the beginning of his career. With a side glance at his new job, which seems likely to consist largely of fighting and organizing, one of the new-made Attorney-General's biographers recalls that his real career began when he was expelled for fighting at the Massachusetts Agricultural College. He fought, on that occasion, with one of his college professors, and, tho it may have been a case of misdirected energy, his biographer, Louis Lyons, points out that it revealed something of the character of the future Attorney-General. "It is a very human record," remarks Mr. Lyons, this story of a "Massachusetts-bred farm-boy, whose career in the law has been a climbing series of phenomenal successes." As a boy, recalls the writer in the Boston *Globe*, turning back to the incident that led to young Stone's expulsion from school:

"Harlan had gone from a story-and-a-half farm home on the south edge of Amherst to this new agricultural college at the north edge of town, where his older brother had graduated six years before. Harlan Stone was a full-blooded, husky youngster—a case the neighbors said, and chuckled at his deviltry.

Aggie in those days was full of such spirited farmer lads. Young Stone quite naturally became the leader in the class scraps and pranks at the expense of the professors that occupied such a large part of "college life" in 1889. It was safe, if there was mischief, to look for Harlan Stone.

When sophomore year started, he led the Spartan hospitality committee that entertained freshmen with ducking parties, night-shirt parades and the traditional chapel rush. It was at a chapel rush that Harlan's career at Aggie ended. The professor who led chapel—long ago retired from teaching and now one of Amherst's most respected sages—explains that he grabbed young Stone out of the mêlée by the nape of the neck. But Harlan always maintained, and the Stone family still insist, that in that particular fracas young Stone was not guilty of precipitating the row. Anyway, in righteous wrath, Harlan mixed things up with the worthy prof—and got expelled for it.

So eventfully ended his first adventure in education. His father declared that was enough. Harlan should go to work. Work meant helping on the little farm in Mill Valley. Here the elder Stone did a miscellaneous business on a capital of Yankee shrewdness and uncommon horse sense. He was cattle drover, selectman and farmer on the side, horse-swapper, and the sharpest trader in two counties of anything that offered a chance to turn a dollar to account.

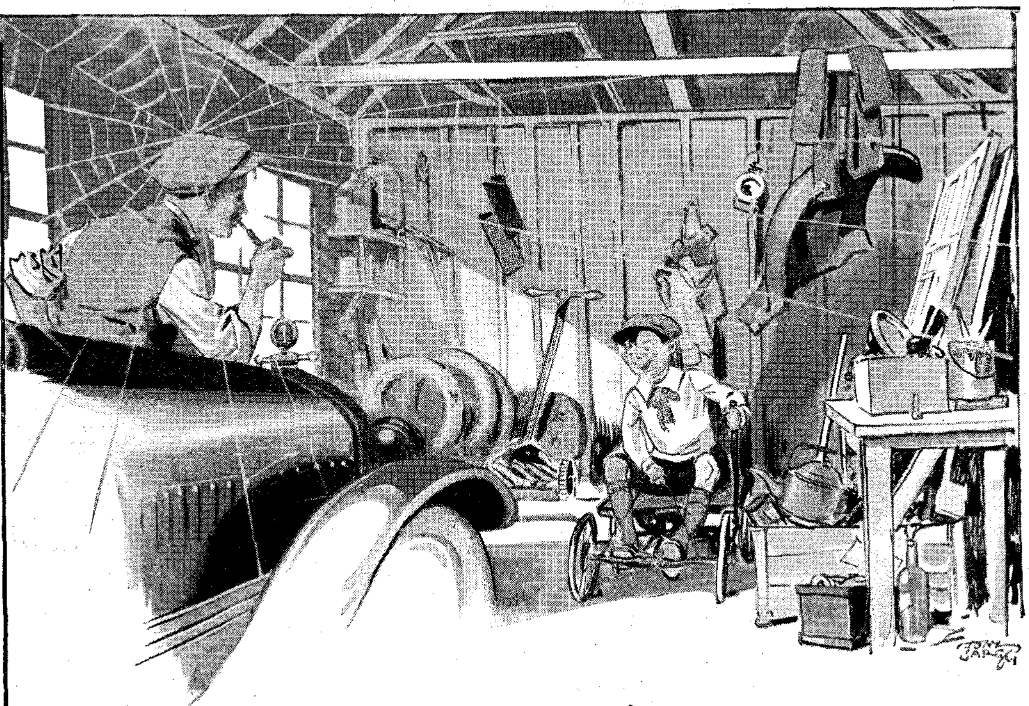
He came to Amherst a landless trader when Attorney-General Stone was two years old. He died at seventy-two, last year, the biggest taxpayer in town; but still the frugal Yankee, always sharp at a trade, ever watchful of the purse-strings. "The last of the old New England type of Yankee, and what the older element called cattle-drovers," a local paper said of him.

But Harlan had had enough of farm chores, and a taste of education. His brother was already making the Stone name felt in the then pioneer field of agricultural education farther West. Harlan told his father he was going to enter Amherst College. As he had been only two years to high school—all that was then required for the agricultural college—to enter Amherst seemed impossible. Nevertheless he did enter Amherst, and made up his entrance requirements his first year.

From that time through his college career young Stone went like a house afire. He had to work his way, and he did it by selling typewriters and insurance, doing clerical work for the professors, and tutoring. But he found time to do this outside work, to make up his preparatory studies, to be the leader of his class in every side of student life, and still to be of the first choosing for the Phi Beta Kappa honorary scholarship society in his junior year.

He was class president his three upper-class years. He played guard on the famous Amherst eleven that trounced Williams in 1892, 60 to 0, and beat Dartmouth, 30 to 2. He was business manager of the *Amherst Student.* He led the group of '94 classmates, who took Sabrina, goddess of Amherst men, away from the old class guardians that had held her for years. The story of that episode has it that the Attorney-General's scouting party raided an express office in Boston, where Sabrina was booked for a very different destination, and took her to a barn in Chesterfield, N. H., where the father of Stone's financée kept his hay.

The '94 class book of Amherst lists a formidable length of his activities. He was class orator and apparently ran away with most of the senior prizes. The seniors voted him the member of '94, who would become most famous. He was second in the votes for the most popular man, and ranked fourth among the "brightest." Several of his classmates answered the traditional



Mr. Happy-Go-Lucky's Home Garage

A Vanishing Sight—and Why

Mr. Happy-go-lucky's private garage looks like the catch-all attic of the average home. On miscellaneous nails hang miscellaneous articles, an old pump broken beyond repair, a collection of worn-out tires, some old license plates—and a sprinkling of odd wires, nuts and spark-plug parts. On miscellaneous shelves rest miscellaneous tools, kitchen pans, empty cans, and treasured but useless motor-car odds and ends.

And quite likely, no oil supply at all! Mr. Happy-go-lucky explains: "Oh, my car works all right. I just ask for a quart of oil when I need it."

But times are changing

"Give me a quart of oil" is changing into "Give me Mobiloil." More than that, "Give me Mobiloil" is more and more turning into requests for Mobiloil in the 5-gallon cans and 15-, 30-, or 55-gallon steel drums to keep in the home garage.

Motorists have discovered that an ample home supply of Mobiloil is the greatest single factor in securing motoring economy. Every time you back out of your garage you can feel sure you have the correct grade and genuine Mobiloil. Frequent additions of fresh oil keep up the quality and body of the oil in use.

Mobiloil is endorsed by more automobile manufacturers than any other oil. It is asked for by more motorists than any other oil. It is kept in more home garages than any other oil. *It is the only one brand of oil obtainable in every country the world over where motor-cars are operated.*

The correct grade of Gargoyle Mobiloil is the most important single item you can put into your own home garage. If your car is not included in the partial Chart shown here, see the Complete Chart of Recommendations at the dealer's.

Chart of Recommendations

(Abbreviated Edition)

THE correct grades of Gargoyle Mobiloil for engine lubrication of both passenger cars and motor trucks are specified in the Chart below.

How to Read the Chart:
A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
BB means Gargoyle Mobiloil "BB"
E means Gargoyle Mobiloil "E"
Arc. means Gargoyle Mobiloil Arctic

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when freezing temperatures are experienced.

The Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1924		1923		1922		1921		1920	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Amer. LaFrance (Mod. 19)	....	....	....	....	B	A	B	A	B	A
" All Other Models	A	A	A	A	A	A	A	A	A	A
American Six	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Anderson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Apperson (6 cyl.)	A	Arc.	A	Arc.	....	....	....	....	....	....
" (8 cyl.)	A	A	A	A	A	A	A	A	A	A
Atlas	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Auburn (Mod. 6-63)	A	Arc.	A	Arc.	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Barley Six	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Bethlehem	A	A	A	A	A	A	A	A	A	A
Buick	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cadillac	A	Arc.	A	A	A	A	A	A	A	A
Chalmers	A	Arc.	A	A	A	A	A	A	A	A
Chandler	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet (Mods. F B & T)	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cleveland	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cole	A	A	A	A	A	A	A	A	A	A
Col'bia (Det.) (Con't Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" All Other Models	....	....	....	....	A	Arc.	A	Arc.	....	....
Commerce	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cunningham	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Dodge Bros.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Dorris (6 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Dort	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Durant Four	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Elcar (4 cyl.)	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Elgin Six	A	Arc.	....	....	A	Arc.	A	Arc.	A	Arc.
Fageol Safety Coach	B	A	....	....	....	....	....	....	....	....
" (1½ ton)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (2½ ton)	A	A	A	A	A	A	A	A	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Federal Knight (¾ ton)	B	Arc.	....	....	....	....	....	....	....	....
" " (Model X-2)	A	A	A	A	A	A	....	....	....	....
" " All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Flint	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Ford	E	E	E	E	E	E	E	E	E	E
FourWheelDrive(F.W.D.)	A	A	A	A	A	A	A	A	A	A
Franklin	BB	BB	BB	BB	BB	BB	A	A	A	A
Gardner	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Hanson Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Haynes (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (12 cyl.)	....	....	....	....	....	....	A	A	A	A
H. C. S.	A	A	A	A	A	A	A	A	A	A
Hudson Super Six	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Indiana (1 ton)	A	A	A	Arc.	....	....	....	....	....	....
" (1½ ton)	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Jewett	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Jordan	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kelly-Springfield	A	A	A	A	A	A	A	A	A	A
Kline	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
LaFayette	A	Arc.	A	A	A	A	A	A	A	A
Lexington (Con't Eng.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
" All Other Models	Arc.	Arc.	A	A	A	A	A	A	....	....
Liberty	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lincoln	A	A	A	A	A	A	A	A	....	....
Locomobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
McFarlan	A	A	A	A	A	A	A	A	A	Arc.
Marmon	A	A	A	A	A	A	A	A	A	A
Mason	A	A	A	A	....	....	....	....	....	....
Maxwell	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l)	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	A	A	A
Moon	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Nash Four & Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (Com'l) (Quad.)	....	....	....	....	A	A	A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Oakland	A	A	A	A	A	A	A	A	A	A
Oldsmobile (4 cyl.)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Model 30)	A	Arc.	....	....	....	....	....	....	....	....
" All Other Models	....	....	A	A	A	A	A	A	A	A
Overland	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Packard (Eight)	A	Arc.	A	Arc.	....	....	....	....	....	....
" All Other Models	A	A	A	A	A	A	A	A	A	A
Paige (Con't Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l)	....	....	A	A	A	A	A	A	A	A
" All Other Models	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Peerless (8 cyl.)	A	Arc.	A	A	A	A	A	A	A	A
Pennant Taxi Cab	A	A	....	....	....	....	....	....	....	....
Pierce Arrow (2 ton)	A	A	A	A	A	A	A	A	Arc.	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Premier	A	A	A	A	A	A	A	A	A	A
Premier Taxi Cab	A	A	A	A	....	....	....	....	....	....
R. & V. Knight	BB	A	BB	A	BB	A	B	A	B	A
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rickenbacker	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Rolls Royce	A	A	A	A	B	A	B	A	....	....
Star	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Stearns-Knight	B	A	B	A	B	A	B	A	B	A
Stephens	A	A	A	A	A	A	A	A	A	A
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz (4 cyl.)	A	A	A	A	A	A	A	A	A	A
" (6 cyl.)	A	A	A	Arc.	....	....	....	....	....	....
Templar	A	A	A	A	A	A	A	A	A	A
Westcott (Mod. D-48)	A	Arc.	A	Arc.	Arc.	Arc.	....	....	....	....
" (Mod. 60)	A	A	....	....	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys-Knight	B	Arc.	B	A	B	A	B	A	B	A
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Yellow Cab	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....

Makes of Engines
When Used in Passenger Cars and Motor Trucks

(Recommendations shown separately for convenience)

	1924		1923		1922		1921		1920	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buda (Mods. RU, WU)	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Continental (Mod. B5)	A	A	A	A	A	A	....	....	....	....
" (Mod. B2)	....	....	....	....	A	A	A	A	A	A
" (Mod. 12XD)	....	....	A	Arc.	....	....	....	....	....	....
" (Mod. B7)	A	A	....	....	....	....	....	....	....	....
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Falls	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hercules	A	A	A	A	A	A	A	A	A	A
Herschell-Spill'n (Mods. 15, 41, 80 & 91)	A	A	....	....	....	....	....	....	....	....
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hinkley	A	A	A	A	A	A	A	A	A	A
Lycoming (C Series)	A	A	A	A	....	....	....	....	....	....
" All Other Models	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rochester	A	A	A	A	A	A	A	A	A	A
Waukesha (Mods. Y, Ya & Z)	A	A	....	....	....	....	....	....	....	....
" (CU, DU, EU, FU)	A	A	A	A	A	A	A	A	A	A
" All Other Models	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Wisconsin	A	A	A	A	A	A	A	A	A	A

Transmission and Differential

For their correct lubrication, use Gargoyle Mobiloil "C," "CC" or Mobilubricant as recommended by complete Chart available at all dealers.

For Your Touring Needs

Gargoyle Mobiloil in the new convenient one-quart can, at 35c each or 3 for $1.00, is now on sale in the New England States, New York, Pennsylvania, and the Middle Western States. As fast as production will permit this package will be placed on sale elsewhere.

Put two or three one-quart cans under the seat. A handy refill when your oil gets low along the road. Be prepared!

GARGOYLE

Mobiloil

Make the chart your guide

Domestic Branches

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Des Moines

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Kansas City, Mo.
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New Haven
Portland, Me.
Albany
Springfield, Mass.
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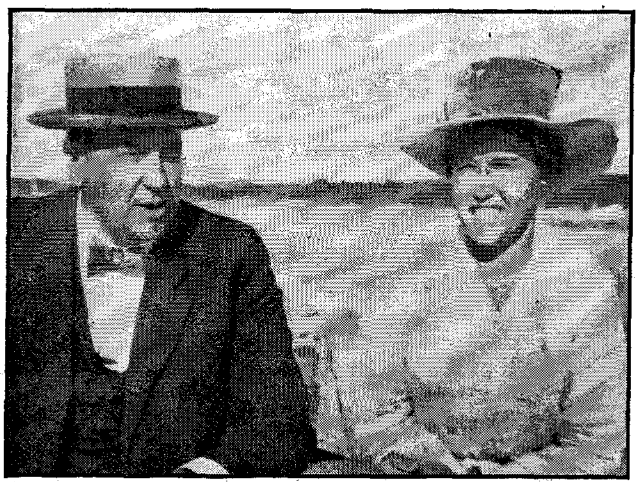
VACUUM OIL COMPANY



P. & A. photograph

THE STONES' VACATION SMILE

They spend their summers in Maine, where the former Dean of the Columbia Law School has plenty of chance to fish. This summer, however, troubled waters in the vicinity of Washington are expected to require a good deal of his attention.

question, "What is the greatest benefit the college has got from the town," by writing, "Doc Stone."

Coolidge and Stone, according to Mr. Lyons, seem to have had no very close relationship while at college. After starting law practise in Northampton, Coolidge is said to have served the elder Stone on various occasions when there was trouble over a trade or a mortgage. Harlan's father, called "an all 'round David Harum," managed to get into a good many difficulties. Harlan's mother is credited with "a full-rounded mental and spiritual equipment, besides abounding vitality with which all her children shared." Of the new Attorney-General's ancestral background, Mr. Lyons writes:

> Simon Stone settled in Watertown in 1635. His grandson, Simon, settled in Groton, and fought the Indians in King Philip's War. His tremendous courage and amazing vitality in recovering after being terribly wounded and left for dead, led Cotton Mather to lay down the aphorism: "That nothing may be despaired of, remember Simon Stone." Simon's grandson, Peter, settled on the granite uplands of Chesterfield, New Hampshire; and there his great-grandson, Frederick, father of the Attorney-General, grew up and married the school teacher, tried his hand at many things, and finally, when Harlan Stone was two years old, moved his wife and babies from the thin hills of Chesterfield to the fertile valley of Amherst.
>
> Here Harlan Stone grew up on the outskirts of the college community in the gentle valley, rimmed with purple hills that are lovely in spring and gorgeous in fall; the countryside that President Butterfield of M. A. C. loves to quote Edward Everett as calling "the fairest intervale in all New England."
>
> The strength of mind and character that has distinguished Harlan F. Stone was bred in the bone. It characterizes all this tenth generation of the Stone family in New England. The mental grasp, intellectual poise and indefatigable industry that illuminate the attainments of Attorney-General Stone were common to all four children.

Mr. Stone's Puritan ancestry brought him plenty of religious instruction in his youth, but now, "like Coolidge himself before he succeeded to the Presidency," says Mr. Lyons, the Attorney-General is a member of no church, nor is Mrs. Stone a church-member. The news from Washington, continues the writer, "has him as never taking part in politics," but—

> He was president of the Amherst College Republican Club in 1893, and at the same time chairman of the Amherst Republican Town Committee. And that he could organize a rebellion is a matter of historical record in both of Amherst's colleges.
>
> He once raised a clamor in academic circles by objecting that too many law school teachers had no background of practise at the bar. And for himself he got that first after graduation from law school. He went back to law again, too, after six years' teaching, and was only persuaded after several refusals to return as Dean of Columbia Law School in 1910. That was a business sacrifice, too, just as his acceptance of his new Cabinet position is. Some of the things he has said about college work don't sound any more like the ultra-conservative the West seems to think he is than his tolerance of the pacifists in war time did.
>
> He has been a leader in seeking to have law written in understandable language.
>
> He married in 1899, his first year as a law instructor, Agnes E. Harvey of the town of his birth, and they have two sons, one, Lawson Stone, now at Harvard, '25, and one, Marshall Harvey Stone, who graduated after a remarkable record of scholarship with a "Summa" degree in three years, and is now instructor there in mathematics. The Attorney-General is fifty-two. He was Dean of Columbia Law School at thirty-eight.

He is a director in a number of corporations, adds Robert Berry, in the New York *Evening Post*, and one of his law partners is said to be a brother-in-law to J. P. Morgan. Ordinarily, continues Mr. Berry:

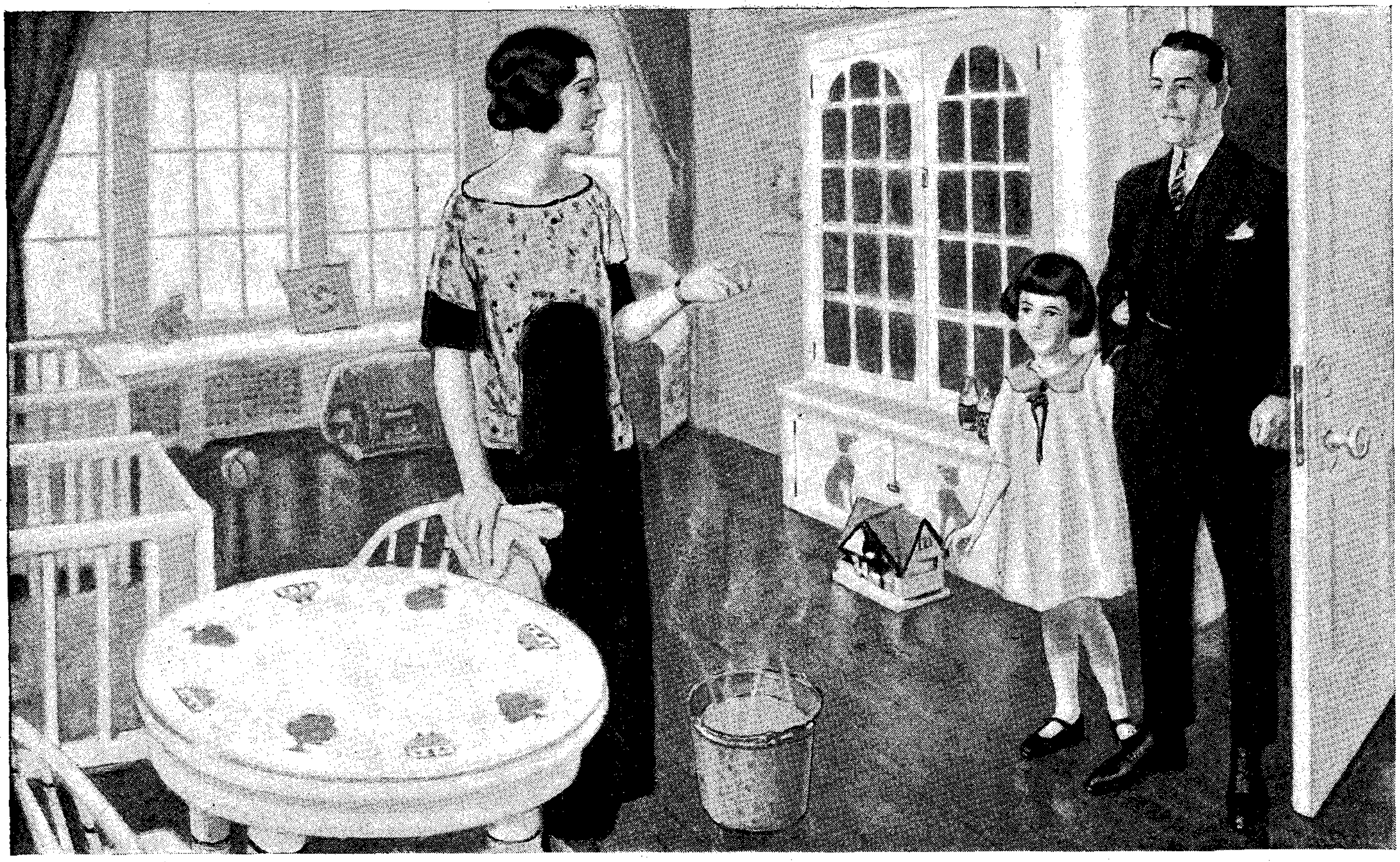
> Corporate connections would be taken as a testimonial to a man's ability as a lawyer. Just now they occasion qualms of suspicion among certain Senators. Dean Stone's liberalism as revealed in his active opposition to the policy of Attorney-General Palmer in the "Red" raids and deportations of radical agitators, impress many in the so-called Progressive group. Senator Borah, as a member of the Judiciary Committee, recalled the circumstances.
>
> Altho Dean Stone may have accepted employment by corporations because they were best able to give him a return for his talents, his book, "Law and Its Administration," express his own notions about the "corporation lawyer" to show he lost nothing in idealism as a lawyer for corporations.
>
> "The establishment and growth of the railroads," he wrote, "the development of vast industrial corporations, have not only expanded both the statute and the common law, but they have given us a new type of lawyer and a new leadership at the bar. For the leadership of the advocate and the legal scholar the march of economic development has tended to substitute the leadership of the business lawyer, who at his best is the skilful, resourceful solicitor, a specialist in corporation law and who, at his worst, is the mere hired man of corporations.
>
> "Such leadership, at its best, while none the less honorable, has tended, nevertheless, to give to the practise of law the characteristics of business rather than that of a learned profession and has contributed its part toward destroying the corporate spirit and activity which characterized the profession during the earlier period."

Mr. Stone, then Dean Stone of the Columbia Law School, had some pertinent remarks to make on the case of the "conscientious objectors," with whom he helped the Wilson Administration to deal during the war. With Judge Julian W. Mack, of Chicago, Dean Stone went from camp to camp, listening to the stories of drafted man who claimed to have scruples against fighting. Reports of these conferences were suppress during the war, but a year afterward the Dean "wrote them up" in an article which goes

P. & A. photograph

THE REST OF THE FAMILY

The Attorney-General's sons, Marshall H., at the left, and Lawson H. Stone, are students at Harvard University, where they are here shown giving news value to the steps of Matthews Hall.



"Valspar-Enamel, you say— I call it Indoor Sunshine!"

No wonder father called Valspar-Enamel "Indoor Sunshine!" He had a good reason!

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Lit. Dig. 4-26-2

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Exclusively for Men and Boys

PERSONAL GLIMPSES
Continued

deep into the causes of social unrest and injustice in America. "It is a remarkable article," says one critic:

Remarkable for several things, for Dean Stone's faithfulness to his conception of law, for his appreciation of the things the "conscientious objectors" went through, for his sportsmanlike attitude toward men for whose beliefs he had the greatest repugnance, for his deep, searching study of the ethical and practical issues raised by laws which compel men to do things that are against their conscience.

"The traditional view of the common law," he says, "that right motives are no defense for crime . . . gives very little clue to the sound methods of dealing with the conscientious objector to war. . . . However rigorous the State may be in repressing the commission of acts as injurious to the State, it may well stay its hand before it compels the commission of acts which violate the conscience. . . .

"The ultimate test of the course which the State should follow will, of course, be the test of its own self-preservation; but with this limitation: at least in countries where the political theory obtains that the ultimate end of the State is the highest good of its citizens, both morals and sound policy require that the State should not violate the conscience of the individual. All our history gives confirmation of the view that liberty of conscience has a moral and social value which makes it worthy of preservation at the hands of the State.

"So deep in significance and vital, indeed, it is to the integrity of man's moral and spiritual nature that nothing short of self-preservation of the State should warrant its violation; and it may well be questioned whether the State which preserves its life by a settled policy of violation of the conscience of the individual will not lose it in the process."

In his discussion of I. W. W. prisoners and revolutionaries, who showed willingness to use force against the Government but not for it, continues the writer, Dean Stone gives hints of the reasons why he later opposed Attorney-General Palmer's "Red Raids" and deportation. Stone wrote:

"Most of them believed that all war except social revolutions was capitalistic, altho when prest they were extremely hazy about the causes and consequences of our own Civil War and the American Revolution. No member of the board who listened to the voluble expositions of their theories by these men in 1918 could have been surprized by the manifestations of social unrest and the pronounced Bolshevist tendencies which have since been exhibited by the working classes in America. . . .

"When one realizes the seriousness of their purpose and the power of their influence over the ignorant and discontented, he can have no illusion that the mere application of force to them or the forcible suppression of their incendiary utterances will bring any real solution of the problem which they create.

"Firm, but impartial adherence to the law by those in authority, and ceaseless and untiring efforts to educate and enlighten these men, and especially the class to whom they make their appeal, together with the fullest discussion and most searching analysis of the doctrines which they preach, are the only methods which hold out promise for the triumph of democratic institutions over the assaults now directed against them."

Regarding the case of the "conscientious objectors," and what they suffered, he writes:

"Not a few of them were sentenced to be 'shot to death by musketry,' or for long terms of imprisonment by courts-martial for disobedience to military orders, and all were subjected to indignities, and in many cases to physical violence by their more patriotic fellows. . . . As was to be expected, cowards and slackers sought refuge among them, but the number of such was much smaller than has generally been supposed. . . . Most of them, at least of the religious objectors, were neither physical nor moral cowards. They had accepted the dogma of their church as the ultimate truth, and were ready to die for it if need be. . . .

"One of them, Richard L. Stieheim, was drafted and sent overseas before the Government had provided any means for relief for the conscientious objector. In France, he refused to perform military service and deserted. He was tried by court-martial for desertion, convicted and sentenced to death.

"While awaiting execution of sentence, on November 3, 1918, as reported by the commanding General, he volunteered to go out into No Man's Land, at imminent peril of his life, to rescue the wounded. He rescued six men, unassisted, under machine-gun fire. He then volunteered to go into No Man's Land to bury the dead, and for nine successive days he continued to render service of this character, exposing himself unhesitatingly to imminent peril of death in the aid and succor of wounded men. General Pershing forwarded his record to the Judge Advocate-General with the recommendation that his sentence be remitted and that he be assigned to duty with the noncombatant service."

"The office of the Attorney-General of the United States, which was created in 1789, is one of the most important in the whole scheme of the Federal Government," says the Philadelphia *North American* (Rep.), heartily approving President Coolidge's choice. During recent years, points out the writer,

"The powers and responsibilities of this official have been enormously increased. Passage of the anti-trust laws and statutes regulating railroads opened wide new fields of litigation. But the greatest expansion came as a result of the war. During the conflict the department had to deal with multitudinous phases of sedition, and afterward with various revolutionary movements. There was, besides, a great mass of litigation over claims by the Government arising from war contracts, the cases involving intricate questions of law and colossal sums of money. A justice of the United States Supreme Court has been quoted as having said, that in the war suits the Government had at stake an aggregate of $1,000,000,000, a large part of which might easily be lost through the operations of an incompetent or untrustworthy Attorney-General. Prosecution of violators of the Prohibition law is another important branch of the department's work.

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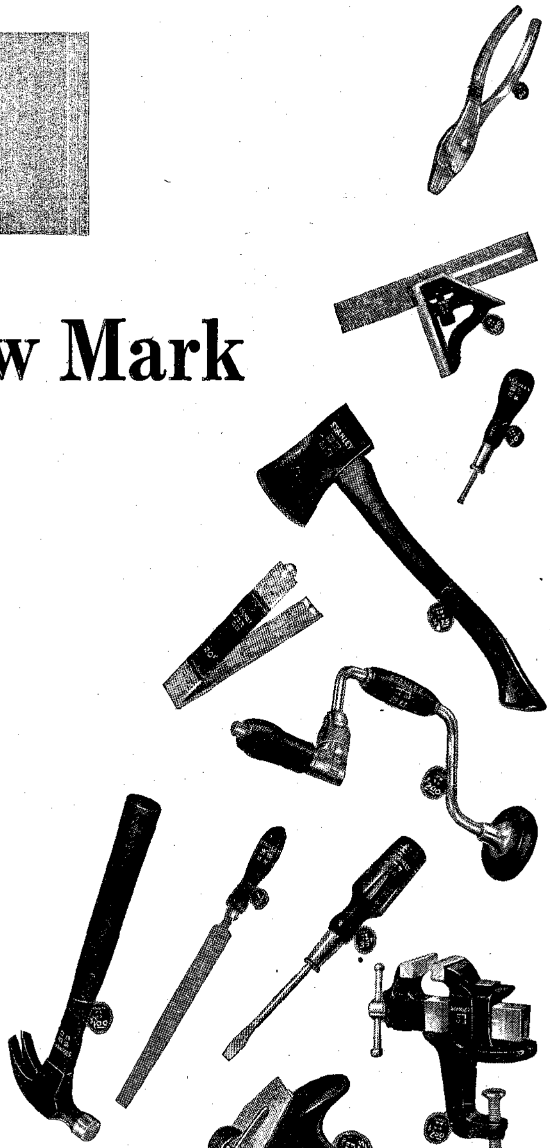

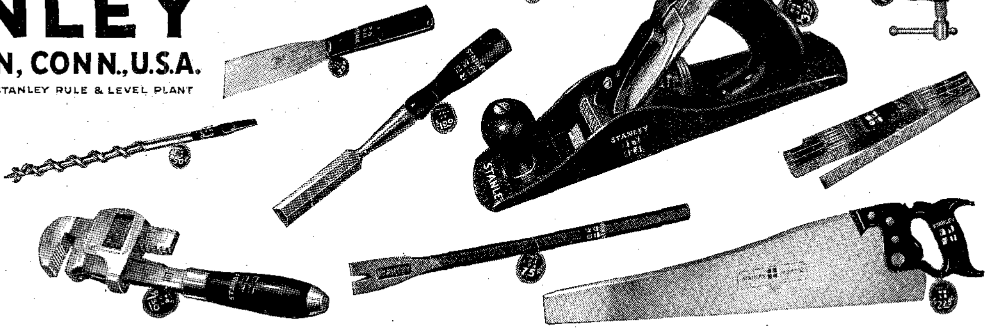

Prices slightly higher in Canada

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FOUR-SQUARE HOUSEHOLD TOOLS

"PULL-EIGHTY-CARS" CROWLEY, PRESIDENT OF THE N. Y. C.

THEY CALL HIM "PAT" on the New York Central lines, and they also refer to him as "old Pull Eighty Cars," the initials of his name, "P. E. C." being utilized to represent his constant efforts to increase the number of cars in a freight-train from thirty to eighty. His real name is Patrick E. Crowley, and he has gone far since he was a telegraph messenger on the Erie at $5 a month. They elected him President of the New York Central, the other day, to succeed the late Alfred H. Smith, killed by a riding accident, a short time before, in Central Park. Mr. Crowley rose in the Central service side by side with Mr. Smith, as the New York *World* observes, and in much the same manner, for Mr. Smith also started as an office boy.

International Newsreel photograph

"PRAISE PAT!"

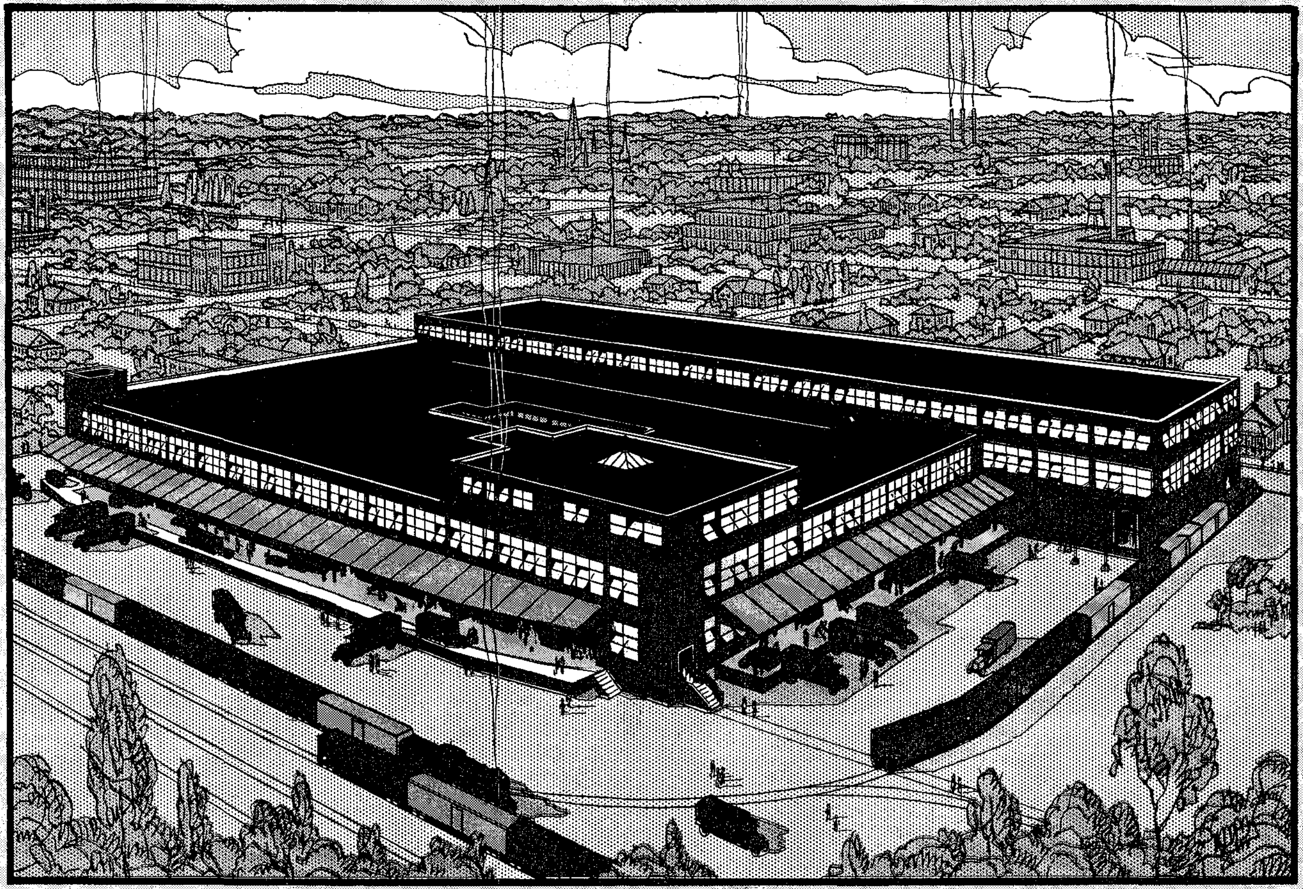
The new President of the New York Central Lines, "Pat" Crowley to a good many of the 175,000 men under him, began as a messenger boy, worked as a telegraph operator, and finally has acquired one of the biggest jobs in the country.

The new president, who holds one of the most responsible executive jobs in the country as the general boss of 12,000 miles of railroad covering eleven States and two Canadian provinces, may receive $100,000 a year. However, reports the New York *Times*, when asked about the salary he was to receive in his new office:

> He said that he honestly didn't know because he had not been informed by the Board of Directors. Then he laughed and said that it would have made a difference in the days when he was drawing $5 a month as a messenger boy on the Erie.
>
> Like many other railroad presidents, Mr. Crowley rose from the ranks. He will be sixty years old next August, having been born in Cattaraugus, New York, in 1864. His leaning toward railroad work he attributes to the fact that his father, Dennis Crowley, was a railroad man.
>
> Without completing the grammar grade in school, he entered the employ of the Erie in 1878. From that time his rise was steady. As one of the railroad men who knew Mr. Crowley from the day he started to work remarked yesterday, "'Pat' Crowley was always on his job, and knew whatever job he had undertaken better than any one else. That accounts for his advancement."
>
> From messenger he advanced to telegraph operator and train dispatcher for the Erie Railroad Company. He maintained at that time that a man could be a good train dispatcher without swearing, and reiterated yesterday that he believed this was still true.
>
> In 1890 he went to the New York Central as train dispatcher. Then he became successively chief train dispatcher, train master, chief train master, superintendent of the Pennsylvania division of the New York Central, assistant general superintendent, assistant general manager, general manager, assistant vice-president in charge of operation, and then in 1916 vice-president in charge of operation. During government control he was Federal manager of the New York Central.
>
> Through all these changes Mr. Crowley continued to make friends, and it was said yesterday that he could call almost every man on the system by his first name. But the new president of the New York Central modified this when the remark was repeated to him, and said: "Well, there are 175,000 men on the railroad. I can hardly know that many, but I do know quite a few."
>
> When more than twenty-five newspaper reporters were ushered into his office, he seemed a trifle embarrassed, as he remarked "I didn't realize there were so many newspaper men in the city."
>
> Then he stated that he planned to carry on the work where the former president of the New York Central had left off. He said that the Central of New Jersey merger would be carried through, if possible, that the New York Central would continue its fight for the Chicago Junction Railroad, and that the problem of the west side electrification would be taken up with the Transit Commission.
>
> Most of the troubles of the railroad can be worked out with the Interstate Commerce Commission under the Transportation act of 1920, if that legislation is not disturbed, according to Mr. Crowley.
>
> "My thought," Mr. Crowley said, "was to give the act a further trial."
>
> In his opinion traffic for the remainder of this year will be good, altho probably not as high as in 1923.
>
> Mr. Crowley's outstanding achievement has been the successful handling of vast amounts of traffic by the New York Central since the war. One authority on the railroad situation commented yesterday on the fact that this, more than anything else, has contributed to the successful record of the railroads in the East.
>
> Mr. Crowley discust his personal affairs with frankness. It was recalled that of his four children two sons were attending college, and he was asked his opinion of a college education.
>
> "It all depends entirely upon the man," he replied.
>
> "It has been said of you, Mr. Crowley, that you neither smoke nor drink. Is that true?"
>
> He hesitated and then replied: "I may tell you that I don't smoke. In these days I think it is hardly fair to answer the rest of the question."
>
> Outside of railroad activity, Mr. Crowley's chief diversion is golf. "How many do you go around in Mr. Crowley?" he was asked. "Do I have to answer that?" he replied.
>
> But a little later he advanced the information that he could make eighteen holes in 120.
>
> In his opinion his success has been due to hard work and constant reading. He said that in his early years he was a great reader of history and technical books, and had educated himself in that manner.
>
> Among the higher officials he has been known for several years as "Pull Eighty Cars," the initials of his name, "P. E. C.," being utilized in representing his constant efforts to increase the number of cars in a freight-train from thirty to eighty.
>
> It is said that Mr. Crowley is held in high regard by the officials of the Railroad Brotherhoods for his squareness and cordiality, and that he has been largely responsible for the success of the New York Central in dealing with its employees.

Chauncey M. Depew, now nearing his ninetieth birthday occupied his usual place at the head of the Board of Directors who selected Mr. Crowley. "The New York Central Railroad kept the American tradition in electing its new president," remarks the New York *Sun*, briefly recapitulating and commenting:

> Patrick E. Crowley began active railroad work as a messenger boy. He took in turn the instructive toil of the telegraph operator, the station agent and train dispatcher, and the train master. He passed through the various graduations of superintendent and manager. All this led to the vice-presidency of the New York Central and the chief responsibility for operation under the late President Smith. Mr. Crowley's temporary administration of the road during the war prepared him to take that task permanently now, and made his elevation natural.
>
> If Mr. Crowley represents the most satisfying idea Americans know—that men can climb on their achievements—he also represents an encouraging future in railroad development so far as New York is concerned. He will need what he has apparently gathered in a life of intelligent devotion to his work—broad experience, the cooperation of his fellow workers, and the ability to see as one the problems of the railroad and the problems of the public it serves.



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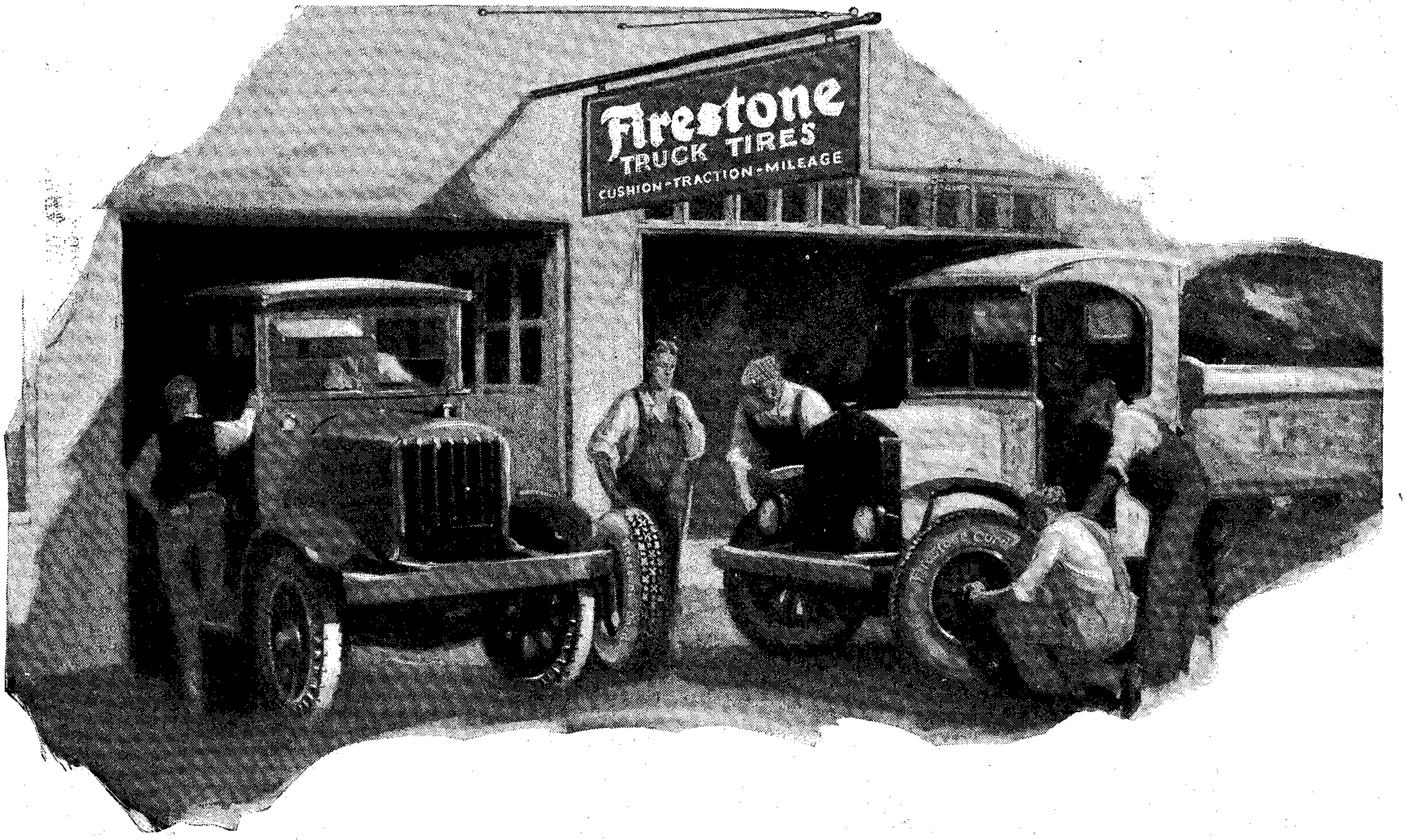

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LIVELY LIFE, SUDDEN DEATH, FOR YE EDITOR IN EUROPE

JAIL, duels, bombs, daggers and poison help to make the existence of the European journalist one almost continuous round of excitement. At least so says Otis Peabody Swift, one of the writers of *Editor and Publisher* (New York), who has given some thought to journalism on the Continent. In merry Europe, he says, when "Constant Reader" or "Vox Populi" doesn't like the editor's morning editorial, he doesn't confine himself to writing a letter, vitriolic or otherwise, as a means of conveying his feelings to the newspaper man. He is far more apt to challenge the writer to an immediate duel, or, if really provoked, "to go around and put a bomb under the printing-press." In exceptional circumstances, an outraged "Constant Subscriber" has been known to send his wife to the editorial sanctum to shoot the editor at his desk, between the two and three o'clock editions. Quite so, says Mr. Swift, and indeed:

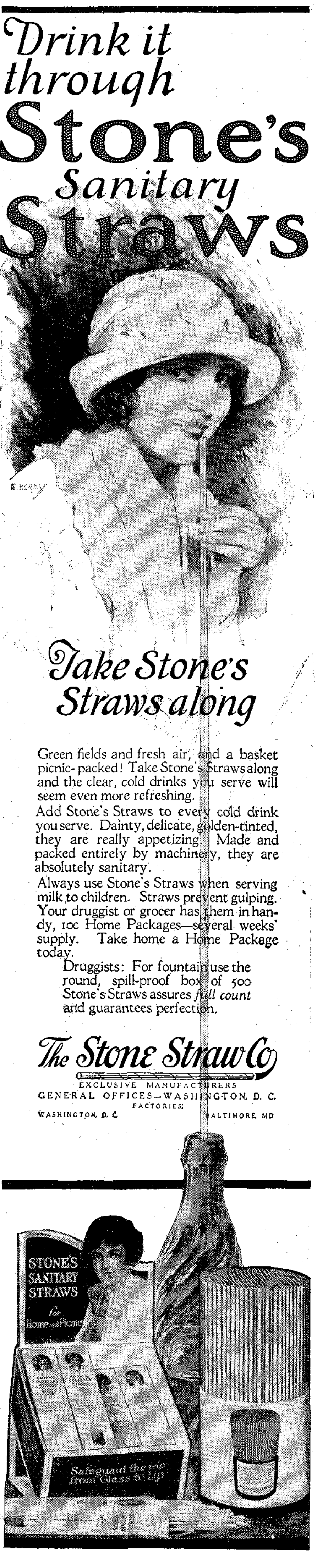
> Being an editor in Europe is a serious business these days. The Yankee reporter, looking over the foreign fields, is glad to remain a simple "newspaperman" without any of the swank attached to being a European "journalist."
>
> Ireland, of course, offers the greatest excitement to the young man desirous of a hectic newspaper career. No matter what the Irish editor prints, some one will promptly bomb him for it. Constant vigilance—and a bomb-proof dugout for a pressroom—is the price of getting out an Irish newspaper.
>
> For example, Sir Robert Baird's Belfast *Telegraph* is guarded day and night against attacks. There is a single stairway leading up from the advertising office in *The Telegraph's* Queen Street building to the editorial floor above. Ascending this dark stairway, the visitor notes two brawny plain-clothes men, lounging nonchalantly on the landing. Their hip-pockets bulge suggestively. The bulge isn't hootch, either.
>
> It is disconcerting to walk up that stairway, with the husky guards eying your inoffensive back.
>
> It is still more disconcerting to visit *The Telegraph* when this front entrance is closed. You must go into a back street and knock at a steel-studded door. The door opens a crack, showing a heavy chain guarding it against a sudden rush. After careful questioning you are admitted, to find that the armored door has behind it enough bolts for a Bank of England vault.
>
> Whenever things become really hot in Belfast, military sentries, with business-like-looking carbines, are posted at the doors. They are needed. Editorial opinion in Ireland had best be backed up with guns.
>
> In the South the editor leads a still more exciting life. The Dublin man, who recently took on a bit of job printing in the shape of an I. R. A. proclamation, got quick returns. Three masked men entered his office, pushed revolvers in his face, and planted time-bombs full of high explosives under his presses. He fled while linotypes, presses and type-cases soared skywards.
>
> The Cork *Examiner* staff get their share of fun. Some one is always shooting at them, seizing their office, or mailing them assorted bombs. Yes, it's a great life.

The great German newspapers, says Mr. Swift, transferring his locality, despite the post-war difficulties of lack of supplies, are still carrying on, even if—

> Staffs have been cut, and the men who remain in the game are badly underpaid. Many of them eke out their scanty wages by doing odd newspaper jobs for the American and English correspondents in Berlin. If they can get the rich foreigners to assign them to two or three jobs a week, at perhaps a dollar an assignment, they feel themselves in the millionaire class.
>
> They meet heavy competition from the Russians in Berlin, however. The German capital is full of Russians. Among these destitute refugees are many journalists, men who were editors, managing editors, book and dramatic critics of great Russian dailies the pre-war circulation of which hit the million mark. To-day these men, many of whom write as brilliantly in English as in Russian, are hunting for assignments. The supply of trained journalists outruns the demand, and competition is bitter.
>
> The one field in which Germany continues to expand is in the news syndicate. Germany, it must be remembered, is still rich in comparison with Austria, Poland or Hungary. She can not afford to send men into England or France, and gets her Western Europe news largely from clippings, but she can cover Mid-Europe with an excellent wire service. One great German syndicate has staff men in Moscow, Prague, Vienna, Budapest, Bucharest, Belgrade, Agram, and Athens.
>
> The German editor's bugaboo is that whenever he prints something the Government does not like, the Government promptly makes him suspend publication for a period of from two days to several weeks.
>
> This is annoying, but not fatal. For example, the editor of the Socialist *Rote Fahne* (Red Flag) of Berlin, was ordered by the Government to suspend publication for two weeks as a result of some anti-government news printed.
>
> For a day the Berliner *Rote Fahne* disappeared from the stands.
>
> Another day, and the Charlottenburg *Rote Fahne* appeared. Charlottenburg, you see, is the Brooklyn of Berlin, and its *Rote Fahne* naturally had nothing to do with the cruel dictates imposed on the Berlin paper.

Prague editors, it appears, are suffering from another evil, for, reports Mr. Swift:

> They are afflicted with prosperity. Czecho-Slovakia money is rapidly improving in value. In fact it is becoming so valuable that Germany, Poland and Austria can not afford to buy advertising space in Prague papers. As a result several great Prague journals have reached a point of prosperity where they can hardly get any advertising at all. If they get any more prosperous they will have to go out of business.
>
> Austrian newspapers have been hardest hit. Before the war they circulated throughout the great Austro-Hungarian Empire. Now their field is limited to Austria's six million people. Their circulations have disappeared. They can not get advertising, for Austria can not buy. Their reporters are glad to get the equivalent of $8 a week. Their editors are getting $10 or $12.
>
> When in Vienna, I attended a reception given at Schonnbrunn, the former



Drink it through Stone's Sanitary Straws

Take Stone's Straws along

Green fields and fresh air, and a basket picnic-packed! Take Stone's Straws along and the clear, cold drinks you serve will seem even more refreshing.

Add Stone's Straws to every cold drink you serve. Dainty, delicate, golden-tinted, they are really appetizing. Made and packed entirely by machinery, they are absolutely sanitary.

Always use Stone's Straws when serving milk to children. Straws prevent gulping. Your druggist or grocer has them in handy, 10c Home Packages—several weeks' supply. Take home a Home Package today.

Druggists: For fountain use the round, spill-proof box of 500 Stone's Straws assures *full count* and guarantees perfection.

The Stone Straw Co
EXCLUSIVE MANUFACTURERS
GENERAL OFFICES—WASHINGTON, D. C.
FACTORIES:
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Balloon
Tires
that fit present rims

You can enjoy the epoch-making advantages of balloon tires right now without changing rims or wheels. Your Michelin Dealer can supply you immediately with Michelin Comfort Cords to fit your present rims without any change whatsoever (even in the size for Ford *clincher* rims).

Michelin Comfort Cords are twice as big as oversize cords but are inflated to less than half the pressure. This combination of large size and low pressure gives a degree of riding comfort such as you never thought possible. Every road becomes a boulevard; and the car is so completely protected from jars and jolts that experts estimate its life will be increased as much as 50%.

Michelin Comfort Cords last longer than ordinary cord tires and cost hardly any more. The sooner you change to them the more you will profit. See your Michelin Dealer now.

Michelin Tire Company, Milltown, N. J.

MICHELIN
Comfort Cords

palace of Emperor Franz Josef. Distinguished Austrian newspaper men were present, men who had been editors and directors of great newspaper organizations that once led the world in progressive methods of journalism. They still managed the skeletons of their once famous organizations.

It is in the Balkans, the writer informs us, that the journalist has the liveliest time. For—

> Here his life is a sequence of duels fought with dissatisfied subscribers. When he is not fighting duels he is battling with the censor.
>
> Balkan Governments keep official censors in every newspaper office as part of the regular staff. When the forms have been made up, the page proofs are brought over to the censor's corner. He slashes right and left, killing everything that he does not like.
>
> If some crisis is brewing, and the Government wishes to suppress much of the news, the editor's censored paper may contain nothing more than the weather report, the Paris fashion page, and the day's instalment of the serial story.
>
> The front page is nice, blank white paper.
>
> But the Government does not like this. White paper suggests that the Government has in some way been interfering with the publication of news. Therefore several Balkan Governments order the editors to keep nature notes, science notes, and syndicate feature stories standing on the galleys, ready to be dumped into whatever holes the censor may leave.
>
> A Greek editor was recently fined heavily because he refused to insert some neutral nature-fake copy in the empty place whence the censor had extracted his leading editorial.
>
> Being fined is a routine occurrence in the editor's life. So is being imprisoned. The Governments are always dumping the opposition editor into jail. In fact no man can call himself a journalist in the Balkans until he has served a prison sentence.
>
> An amusing sidelight on this occurred during the Greek revolution. The moment the revolution succeeded, the rebels opened all the jails. The next day the editorial staff of every Athens paper, except one, was supplanted by former editors, copy-readers and reporters who had been occupying the prisons.
>
> European newspapers enter more viciously into the political arena than do American papers. They call names and sling mud in a fashion that astounds the American. But when prison sentences fail to suppress the editor's venomous pen, the opposition can always murder him. In Southeast Europe assassination of virulent editors is frequently resorted to. The leading Athens daily has lost two editors thus in the past seven years.
>
> One of the problems now facing the Greek press is what to do with its refugee editors. When the Turks entered Smyrna, the Greek newspaper men left, hurriedly. Owners, editors, reporters, all departed en masse. They had reason to.
>
> To-day there are still twenty-five Greek journalist refugee editors in Athens. They are highly trained men, all of them speaking either English or French, all of them with long records of newspaper service in the Near East. They have organized a newspaper club, and live together in one refugee hut, receiving their food through an American relief organization. None of them have been able to find employment in the restricted Greek field.

WHEN THE CRAPE-HANGERS AMUSED MR. FARQUHAR

A PROMINENT American business man, a vice-president of the Chamber of Commerce of the United States, was the victim of an automobile accident, as a result of which "he lay for months apparently unconscious, but actually quite aware of what was going on about him." During this time he had a strange mental experience, of which he writes: "I think it was an adventure into another world." The writer, A. B. Farquhar of New York City, at eighty-five years, is still in active charge of his business, and his strange story, told with simplicity and restraint, is called "a remarkable human document," by *Colliers' Weekly* which presents it in the issue of April 12. The narrative, set forth in Mr. Farquhar's own words, runs:

> The 6th of January, 1922, dawned white and icy. For half a century I have reached my office in New York not later than seven. At about half-past six I walked down my road to the public highway to catch the trolley car which always takes me to work.
>
> I like the cars in the early morning when the workmen are riding on them. The car must have been late or I must have been early—at least I did not hear it when I reached the road, so I stood out by the tracks where the motorman could see me. My eyes are not very good. A smothering, enveloping crash. . . .
>
> "There is a chance that he may recover," said a voice somewhere near me, "but his skull is fractured in two places, and he is nearly eighty-five years old. It would go hard enough with a young man."
>
> "Certainly he will never have his mind back. Even if he does not die, he will be helpless. Has he any sensations at all? It has been six weeks now, hasn't it, since that automobile hit him? He ought to be showing some signs."
>
> I heard the men talking—heard their every word—but I could not see them. I tried to speak, but I could not say anything. It was all very strange—I seemed to be somewhere and again I was nowhere. What was this talking about automobiles and fractured skulls and death? Who owned the voices and whom were they talking about? Was I dead?
>
> "I shall try him with a needle," continued the first voice. I heard a step. "He does not respond, he does not feel the needle at all. He will never be alive again."
>
> Then I began to gather that this conversation on which I was listening in was about me—that it was I these people were discussing, just as tho I were not present. Was I present? I must be, or they would not have said that about the needle. They were doctors—yes, that must be it—and they had the crazy notion I was going to die.
>
> No, I was not dead, after all. But these men thought I was going to die, or be worse than dead. I was not afraid of death. What they said did not frighten me. It just amused me to think that the men—probably they were doctors—could be so utterly and ridiculously wrong. For I was not going to die. That I knew; somehow I was assured of it—assured in an indefinable way. Nothing was quite defined. But the doctors were funny. I laughed at them.
>
> My nurse afterward told me that I really laughed aloud; they thought that

HATCHWAY

An End to Mending

Why worry each time you take a suit of underwear out of the drawer? Buy Hatchway, the union suit made without a button front or back, and do away with button bother forever. The

HATCHWAY
NO-BUTTON
UNION SUIT

is worn by a million men and boys because it is well made of the finest materials available. It gives utmost comfort and body freedom and on top of all this it is always ready for wear—never held up for repair.

See these garments at your favorite dealer's to-day. He can get them for you. It has been a big job to keep dealers stocked up this Spring, but if you have any difficulty in getting just what you want, we will be glad to see that you are supplied, delivery free anywhere in the United States. In ordering, please state size, and enclose remittance to our mill at Albany. Send for free catalog illustrating complete line of Hatchway No-Button Union Suits and Hatch One Button Union Suits photographed on live models.

Men's Nainsook Suits, $1, $1.50, $2, $3, $6.
(The $6 garment is all silk.)
Boys' Nainsook Suits, $1, $1.25.
Men's Knitted Suits, $1.50, $2, $3, $3.50.
Boys' Knitted Suits, $1, $1.25.

DEALERS

Write us for samples and swatches if you are interested in stocking Hatchway No-Button Union Suits, or ask to have our representative call. In certain localities exclusive agencies are open to the right kind of merchant.

FULD & HATCH KNITTING CO.
Albany New York

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Licensed Manufacturers of these lines for Canada

A
SINGLE CAN
and
70,000
FARMERS
combine to
guarantee it!

IT IS quite natural that among all the foods that make up the daily diet, the thinking mother is most concerned about *milk*.

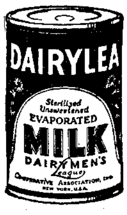
For which there is good reason. Milk is our most important food. The coming generation depends on it—just as the past many generations. Of all foods, milk is the first to pass our lips.

Therefore, it is very gratifying for every woman to know that when she buys **DAIRYLEA** Brand Evaporated Milk, she is buying direct from the farmers who produce it. And each can has the combined guarantee of the 70,000 progressive farmers composing the farmer-owned and farmer-operated Dairymen's League Co-operative Association.

These farmers want you to have a richer—a creamier evaporated milk, with a flavor like cream. That is why Dairylea contains more nutritious milk fats and solids.

DAIRYLEA Evaporated Milk is the concentrated wholesomeness of the purest fresh bottle milk, and is produced in New York State where milk laws are most stringent. It is exactly the same milk which U. S. Senator Copeland, when Health Commissioner of New York City, called "the best in the world."

Ask for **"DAIRYLEA"**. It is sold by all Grocers!



Richer Creamier

Convince Yourself!

PERSONAL GLIMPSES
Continued

perhaps I was passing from coma to dementia. None of them knew I was laughing at them. They went away, and so did I. A Divine Providence seemed to possess itself of me and together we went into space.

I do not know how we traveled. I had no companion and yet I was not alone. I had a feeling that I was being watched over and cared for in some marvelously capable way. I was not afraid. I was not awed, not even surprized, by the amazing sights of the journey. I went far off through space. I passed planets and stars as tho they were towns at night on a river. Their lights twinkled. They seemed indefinitely to be peopled and busy, and they were as easy to recognize as tho they were on some river I knew well, like the Susquehanna, or the Hudson, or the Mississippi. The constellation of Orion was bustling and thriving, as tho its members were competing with each other. I half expected to see great signs: "Buy in Betelgeuse" or "Save in Bellatrix." I went on and on, and at last I came to rest very gently amid green, rolling pastures.

The sky was as blue as Italy's, the air as velvety as Ireland's. I saw trees of the tropics and trees of Maryland, growing together pleasantly and naturally. The spring flowers and the fall flowers were all in bloom at the one time. I heard birds singing, but I could not see them—which bothered me just a little, for their notes were new to me, and I thought I knew most of the birds. After a while I walked about, but I met no living thing. I felt that I was in heaven, altho there was no one to tell me. Somewhere—I do not think it was in heaven—I met with many strange animals—immense, fantastic creatures, such as are said to have lived on the earth ages ago. I found no harm in them. We were just interested in each other, in the friendliest sort of way. I found myself wondering why such wholly amiable animals were given such tremendous jaws and such thick, horny armor. I tapped the covering of what I took to be a dinosaur and judged it would turn even a high-powered bullet.

I returned to the earth from the skies and went on with some work that I had been doing—work that seemed in need of urgent attention. A few weeks before that day in January I had been talking with President Harding about the care of crippled and diseased soldiers.

I had opposed as vigorously as I could the erection of special hospitals or institutions to house them. For many years I had been president of a hospital and was thoroughly familiar with the routine. I had told the President that I felt sure there was ample room for all of the soldiers in good hospitals already built, and that the men would get far better care in established institutions than in new and special ones, and how hard it would be to keep profiteering and political influence out of special government homes. . . .

Some time later the power of speech came back to me, altho I did not know where I was or that anything was the matter with me. Only at times I felt a curious haziness.

I had intended going to Europe with a committee of the Chamber of Commerce of the United States, of which I am a vice-president, and particularly I wanted to go to the session of the International Chamber in Rome. So I went. We had a good voyage, and I made quite a speech in Rome. The physicians told me afterward they stayed to listen to it. Then I went to Vienna, Berlin, Brussels, Paris, and London, and met with a great many men and heard a great deal about European politics and finances. We were all busily working toward finding some way out of the frightful financial chaos.

Then I was a little boy again in the old home at Sandy Springs, Maryland, and my mother was bathing me.

"I am too heavy for you to bathe, mother," I said. "Why don't you let Joe do it?"

"No, my child," she answered, "I like to."

I looked at her closely. A kind of fog I had half sensed, but had not seen, lifted a little. The face was not as familiar as it had been. "You can not be my mother. She is dead. I remember kissing her in her coffin many years ago. Who are you?"

"No, I am not your mother, but I will try to act as she would have acted. I am your nurse."

"My nurse! Where am I?"

"You are in Johns Hopkins Hospital."

"What happened to me? How long have I been here?"

"You were hurt by an automobile. You have been here several months."

The doctors came. I talked with them. They began to test me. One asked:

"How much is one hundred minus seven?"

I answered correctly. They ran down the whole scale to zero. They asked me what I could remember. I told them I could remember everything, and I told them, word for word, most of what they had said about me in consultation. I offered to repeat any one of a number of poems; they tried me on "Gray's Elegy," and I recited every word. The doctor who held the book said I made but one error. I had rendered the line:

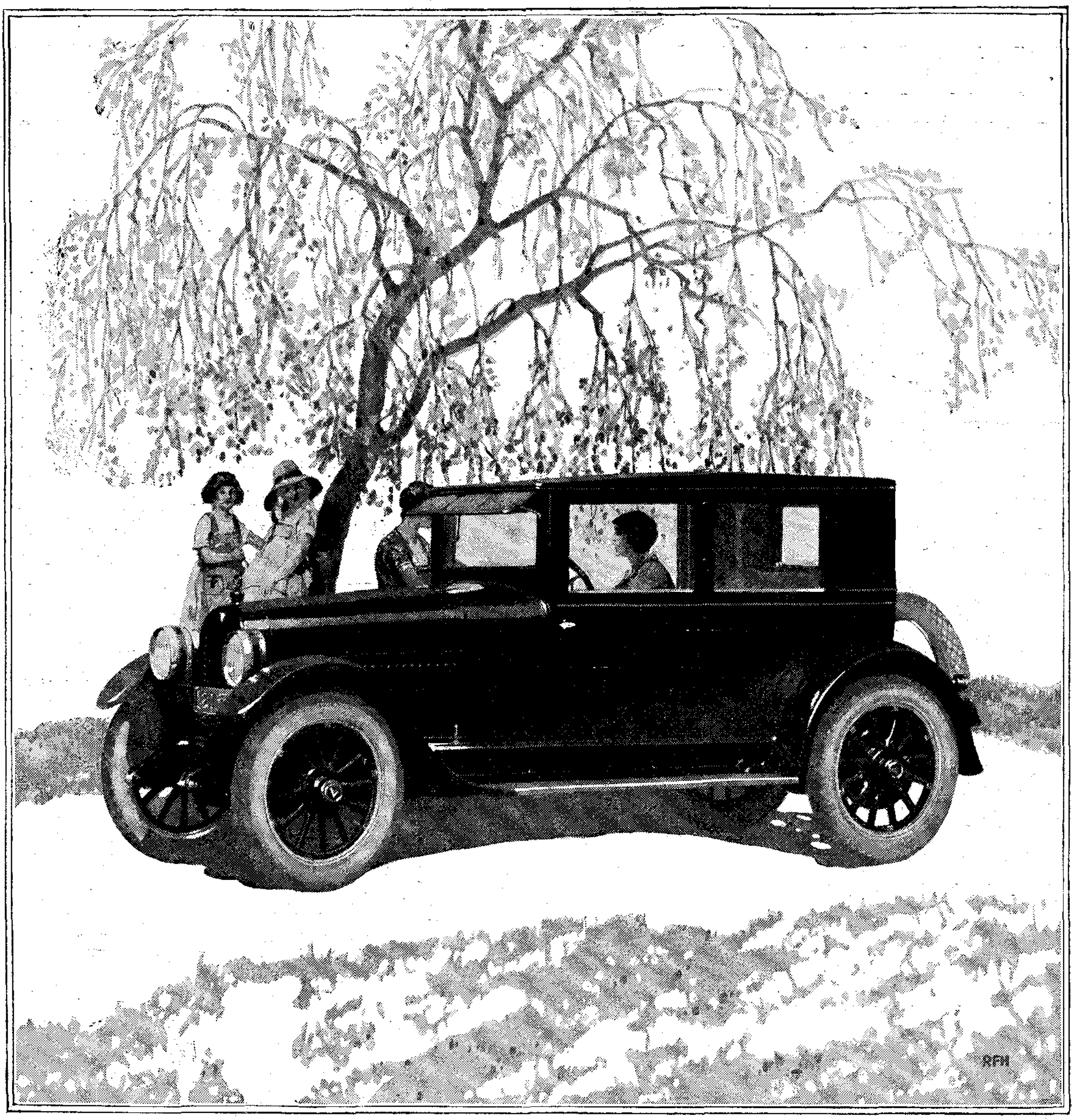
> Where heaves the turf in many a moldering heap.

The word, he said, was "clay," not "turf."

"That can not possibly be," I answered. "I have been in the Stoke Pogis churchyard, and there is no sign of clay around. Gray could not have written 'clay.' Your book is wrong."

The doctor hunted up another copy and came back to tell me I was right—that it was "turf," not "clay." His copy had been wrong.

That was the end of what I suppose must have been delirium, but I think of it as an adventure into another world, altho I took with me the mental trappings of this world. It is something that I should not care to have taken from me, even if it could be, for it confirmed an everlasting faith—a faith in the abundance of God's bounty. I am not a member of any established church. Rather, I think, I belong to all of them, for I have a sense of oneness with God. I am no longer traveling through the universe with Him. Nevertheless I am with Him and He is with me. And it was not without avail. In the hospital was a nurse, crazed by the war. She had come to conceive of God as a cruel being, causing death and destruction. She was in continual terror. I talked to her of God as a being of love and of hell as a scarecrow gotten up to frighten people. When I left the hospital, so did she—cured.



This Favorite Super-Six Improved In All Ways

The attractions of a more beautiful and comfortable body, with the greatest Super-Six chassis ever built are combined in the new Hudson Coach.

Also unmatched price advantage. At $1550 it costs but little more than open models. Yet it provides the wanted comforts, distinction and all-season utility of a fine closed car.

Motordom concedes that no car excels Hudson in performance reliability and long life at low maintenance.

Now, to those famous qualities are added refinements that assure prompt starting in coldest weather, as well as greatly increased gasoline and oil economy.

Is it any wonder that the new Coach has met a reception surpassing any Hudson ever built?

The
Coach
$1550

New Models

Speedster . .	$1425
7-Pass. Phaeton	1500
Sedan . . .	2145

Freight from Detroit and Tax Extra

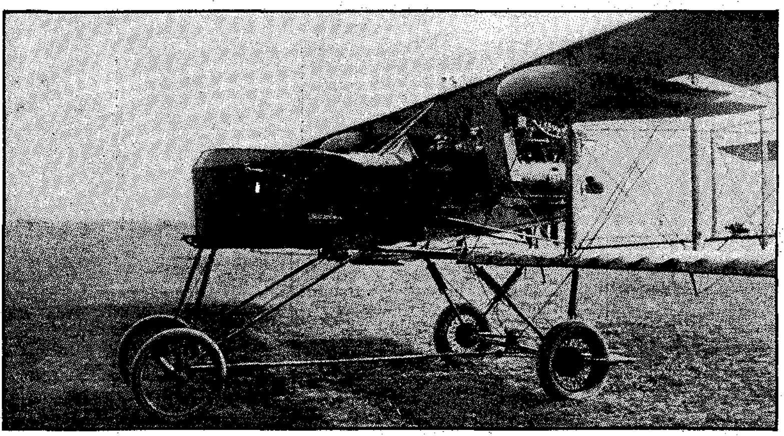
HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

HUDSON

MOTORING AND AVIATION

PRESS-THE-BUTTON AND PIANOLA AIRPLANES

DRIVING AN AIRPLANE as you run an elevator by pressing numbered buttons is just the beginning of a story which comes recently from Paris. With this as a starter, we are told most convincingly of an airplane that goes whizzing around all by itself, lands, takes off and lands again. This is accomplished merely by setting a perforated paper roll in the machinery, very much as you feed a similar roll to your favorite pianola. On this roll have been mysteriously exprest, in a series of dots and dashes, the fact that the airplane is to go to such and such a height, go through such and such maneuvers, return, and land. The roll is set in, and the motor cranked up.



Photographs by Rameau (Paris)

AN AIRPLANE THAT FLIES BY ITSELF

Beneath the plane, can be seen a long pole hinged to the axle of the forward wheels and caught up when not in operation by an electro-magnet on the rear axle. Hangin down in flight, it touches the ground on landing in time to flatten the plane's glide.

Thereupon, instead of proceeding to play the Merry Widow waltz with the well-known quavers in the treble, your empty airplane rushes across the field, takes off, climbs, rolls over, flings itself madly around corners, and finally lands panting at your feet as obediently as a dog who has been thrown a stick. After this miraculous picture, the information that this same airplane can also be completely controlled in the air by wireless comes as a distinct anti-climax.

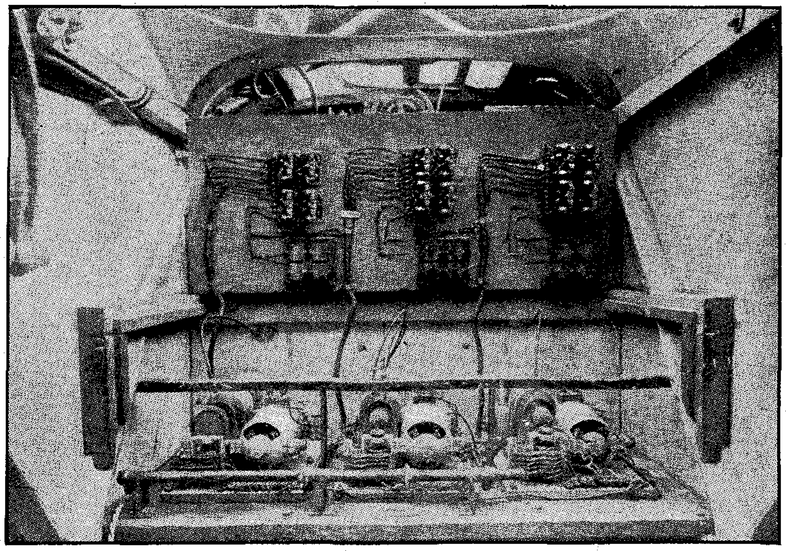
As a matter of fact, Americans have been for some time accustomed to the idea of an airplane controlled by wireless. From the time of the famous "electric dog" of the then juvenile inventor, John Hays Hammond, Jr., progress has been fairly steady. His "electric dog" ran obediently here and there on wheels and was controlled by wireless impulses. He next proceeded to do the same thing with an empty vessel under power in Blue Hill Harbor, Maine. It was some time around the end of the war that he was reported to be experimenting along the same lines with airplanes. At any rate, it is known that our own Air Service now has such planes which function quite satisfactorily and are limited in the main only by shrinking Congressional appropriations.

But the airplane that runs like an automatic piano is a new wrinkle that the fertile imaginations of American inventors have apparently not begun to play upon. It is described at great length in an article by F. Honoré in a recent number of the Paris *Illustration.* The "pilotless airplane," it seems, was announced not long ago in the French daily papers as having successfully completed its first trials, and having so thoroughly convinced the Minister of War that he has made a contract with the creators of it. The name, Mr. Honoré explains, is not perhaps entirely exact. They intend, it is true, to fly the machine eventually without any one on board. But first it was necessary to perfect a mechanical system, which allowed the plane to be flown merely by pressing on numbered buttons as you press the buttons of an elevator, or the keys of an organ. This being successfully accomplished, it is more logical to call the result, says he, an "automatic airplane."

The first step in producing such an airplane is, of course, the application of the gyroscope to automatic stabilization. The writer fails to mention the fact that this type of gyroscope was invented by the distinguished American electrical engineer, Elmer Ambrose Sperry, has been manufactured by him since 1910, at least (being awarded first prize by the Aero Club of France in 1914), and has been extensively experimented with by his son, Lawrence Sperry, the young aviator who recently met his death in the British Channel.

However this may be, Mr. Honoré gives the following lucid account of just what the gyroscope is and how it is adapted to use in an airplane. His explanation, as translated, runs in part:

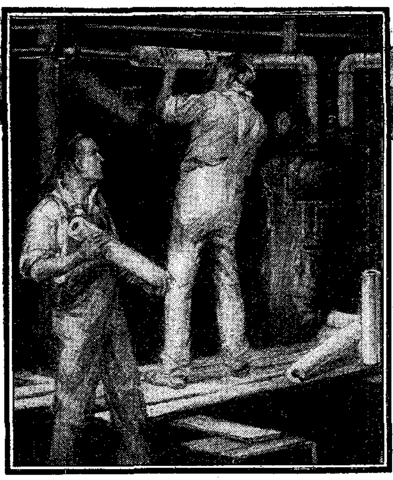
> All the world knows about the little toy called a gyroscope or, better, a gyroscopic top, which is composed of a metallic disk rotating in the interior of a circular ring supported on its axis. If after having imparted to the disk a rapid rotatory movement you rest the extremity of its axis on a cup supported by a tripod, this top will maintain itself in equilibrium and continue to rotate, describing at the same time a circle about the point of contact. Here we have an interesting application of the mechanical



THREE MAGIC LITTLE MOTORS

Situated in the body of the plane, each one of them turns a revolving drum or windlass, operating lines respectively to the ailerons, rudder, and elevator.

Last Winter-
if your pipes were
bare you lost a
great deal of coal



Next Winter-
if your pipes are
covered you can
save it

Cover your heating pipes now!

IF you have an intense feeling of relief because Winter is over and you need no longer shiver in cold rooms:

Cover your heating pipes now!

If you look forward to a period of freedom from heavy fuel expense and would like to make that period permanent:

Cover your heating pipes now!

If you are tired of using inadequate but expensive auxiliary heating facilities, stoves, fireplaces, etc.:

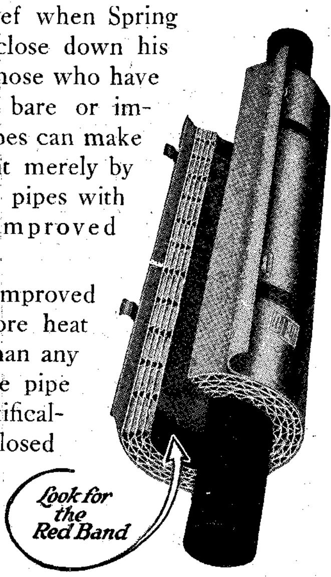
Cover your heating pipes now!

Every householder experiences a sense of infinite relief when Spring comes and he can close down his heating plant. But those who have heating plants with bare or improperly insulated pipes can make that relief permanent merely by covering heater and pipes with Johns-Manville Improved Asbestocel.

Johns-Manville Improved Asbestocel saves more heat per dollar of cost than any other low pressure pipe covering. It is scientifically designed on the closed cell principle, which retards the loss of heat and enables you to get the greatest amount of it where you want it—in your rooms.

And don't forget that the time to cover your heating pipes is right now.

In the Fall, Improved Asbestocel may be hard to get and the labor to install it will be busy. So, get a plumber or heating man to examine your heating system at once. You will probably find that your fuel savings in a very short period will pay for the insulation, so that your increased comfort and convenience will cost you nothing.



Be sure to get Improved Asbestocel. It is easily identified by the red band inside of each three foot length—which mark assures maximum fuel economy for you.

Cover your heating pipes now and assure yourself of increased comfort and economy for all the years to come.

Cover your heating pipes now!

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294 Madison Ave., at 41st St.
New York City
Branches in 62 Large Cities
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Through
Asbestos
and its allied products
INSULATION
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CEMENTS
FIRE PREVENTION PRODUCTS

JOHNS-MANVILLE
Improved Asbestocel
– *saves coal*

Johns-Manville Inc.
294 Madison Ave., N.Y. City

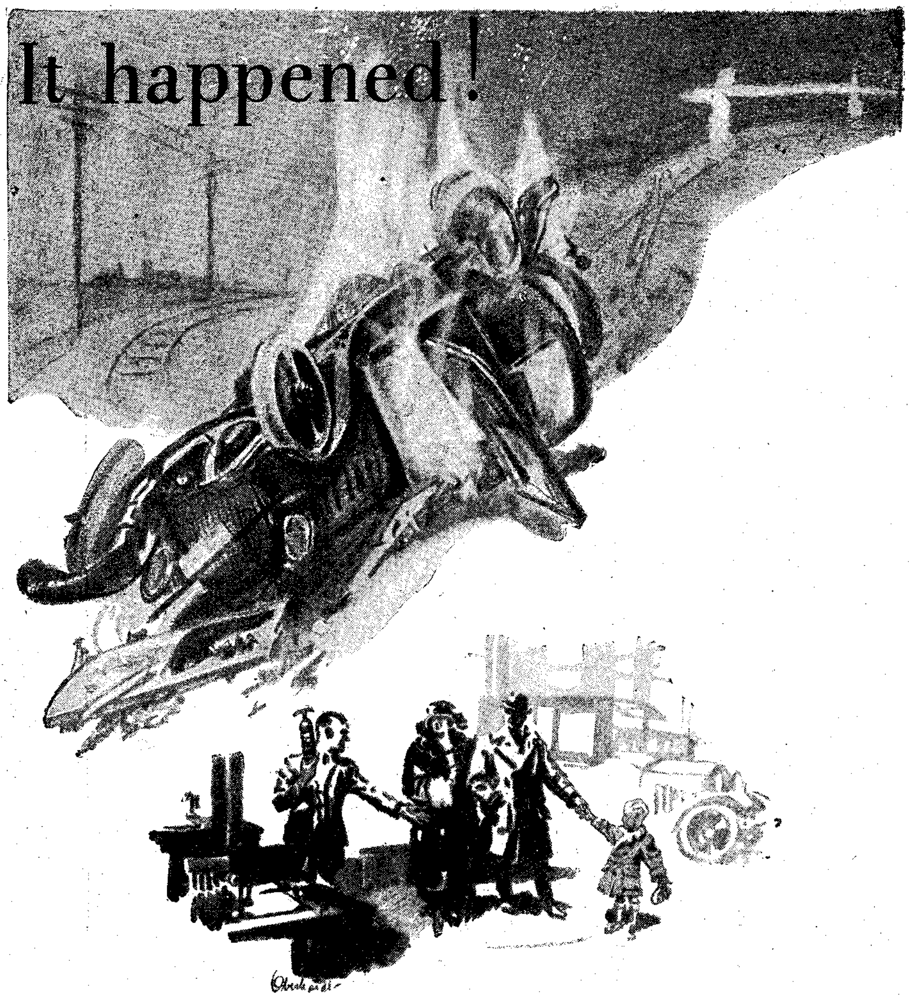
I want to know how Improved Asbestocel can help my heating plant do a better job.

Send me the booklet, "Bare Pipes Waste Fuel."

Name ....

Address ....

L. D.--4-26



It happened!

The first ride in your new closed car might prove to be the last if you started without Pyrene protection.

• • •

New cars are just as likely to skid or be hit by other cars and "turn turtle" as are old cars. When a car turns over and the doors jam, there is no method of escape and fire may start instantly.

With a Pyrene you can put out that fire at its start and save yourself and your car. Have a Pyrene in your new car before you take the first ride.

Sold by garages, automobile, hardware and electrical supply dealers

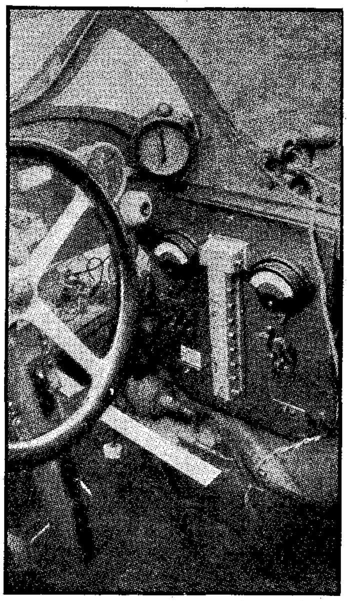
PYRENE
MANUFACTURING COMPANY
Makes Safety Certain
NEWARK, NEW JERSEY

Pyrene
KILLS FIRE
SAVES LIFE

Pyrene SAVES 15% on your auto fire insurance premium

MOTORING AND AVIATION
Continued

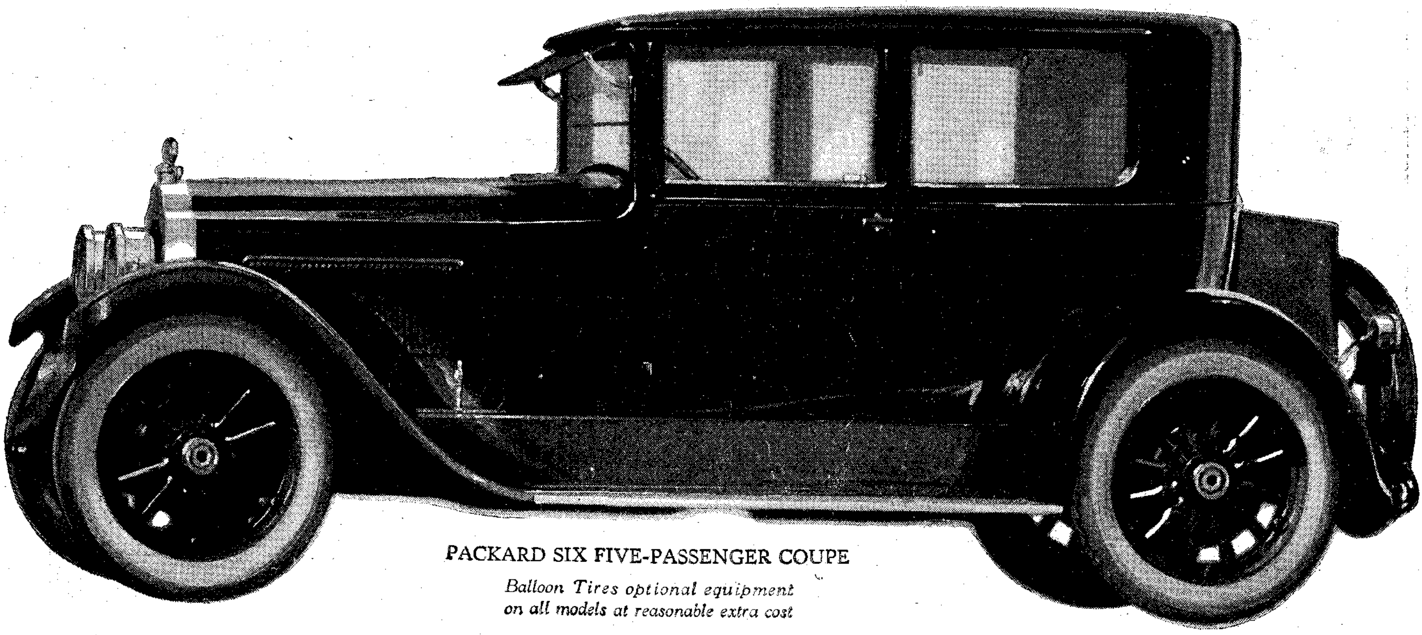
principle of the gyroscope which can be formulated as follows: "When a free body turns with great speed it requires a force relatively very great to make it change its plane of rotation." In other words, any body animated by a live force resists the forces tending to arrest the action of its energy. So it is that the projectile coming from a rifled cannon which imparts to it a spinning motion goes straight to its target and is able in a measure to counteract the lateral deviations which the pressure of the wind would tend to produce.


BUTTON KEYBOARD AND PILOT'S WHEEL

The buttons shown at the right control flight. The steering-wheel may be used as in an ordinary airplane, independently of these buttons, or the controls may be operated by a perforated paper strip, as in a pianola.

Calculation and experience teach us that if any force whatever tries to drive a gyroscope out of its own rotatory plane, this gyroscope reacts with an opposite force tending to make it describe an angle of 90 degrees. Theoretically, then, it is only necessary to couple together two gyroscopes exactly similar and turning in contrary directions to neutralize this effect. Practically the use of the gyroscope raises mechanical problems so complex that up to this time they have limited its application. The mono-rail train maintained in equilibrium by a gyroscopic system which was invented in 1907 by Mr. Brennan, an Australian engineer, and imitated almost immediately by German builders, was very soon given up. On the other hand, various attempts at the gyroscopic stabilization of ships, with a view to suppressing their rolling, have had only fair results, up to quite recently, when very real progress has been accomplished. The Italian Ministry of War has for the last two years had in actual operation a gyroscopic stabilizer on the 1,200-ton torpedo boat destroyer *Guglielmo-Pepe*. A similar installation, the most powerful evolved up to the present time, was made aboard the 10,000-ton Japanese cruiser *Hosho*. In this case the disk of the gyroscope is nearly four yards in diameter and weighs sixty-three tons. It

1899 — ONLY PACKARD CAN BUILD A PACKARD — 1924



PACKARD SIX FIVE-PASSENGER COUPE

Balloon Tires optional equipment on all models at reasonable extra cost

Day-to-day experience with a Packard Six serves always to enhance its value and emphasize the economy of its operation. Physicians must have dependable cars. Read what this doctor "who owns one" says:

* * *

Regarding my experiences with my Packard Six;

First: Gasoline consumption averages from 17 to 21 miles to the gallon.

Second: Oil consumption averages about one quart per 300 miles after the oil is changed. Every 1000 miles the oil is drained from the crank case and refilled.

Third: Tires have held up well after having covered nearly 15,000 miles and they look as if they will go over 20,000 miles.

Fourth: The repairs of recent date were: a broken shock absorber strap and a left front spring leaf close to the shackle bolt. These were the only repairs that have occurred to date.

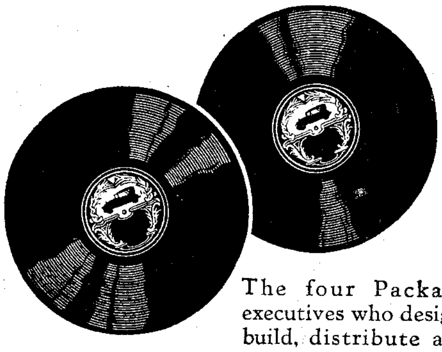
The valves have not been reground or the carbon removed as it has not been necessary.

I feel that the Packard Company has in the Six an idea car to meet the general demand of the average man.

Knowing that the Six will continue to be popular and will give the best service with the minimum of expense for upkeep, I am sure that Packard has in this model an ideal car to meet the demand for many years to come.

J. A. ROBERTSON, M. D.
Mercantile Bank Building,
Dallas, Texas

December 5, 1923



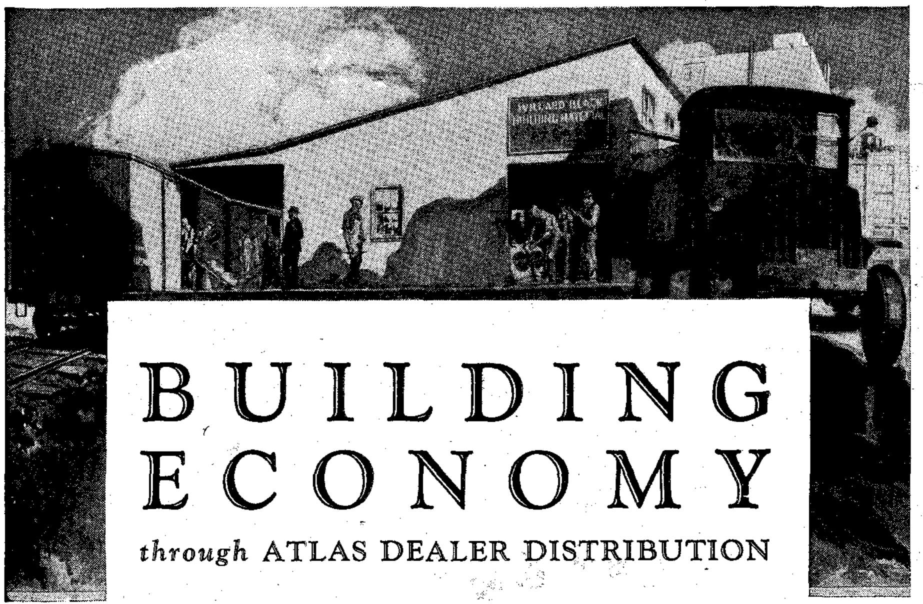
The four Packard executives who design, build, distribute and service Packard Cars have had made on phonograph records an interesting series of talks which contain valuable facts about motor car investment.

These men give the reasons why a Packard Six can be owned, operated and maintained at less cost than ordinary or complicated cars.

Now you may hear these records in your own home.

They will be delivered to you, upon request, by any Packard distributer or dealer.

ASK THE MAN WHO OWNS ONE



BUILDING ECONOMY

through ATLAS DEALER DISTRIBUTION

SCARCITY and high distribution cost are two factors in increasing the price to the consumer of any product. Had old-time methods of manufacture persisted, the phenomenal increase in Portland Cement's use would automatically have raised its price. For the old-time kiln took thirty days to produce what one modern Atlas kiln turns out in a single day. Through the Atlas development of the rotary kiln production keeps pace with demand and scarcity is prevented. As a consequence, Atlas is actually cheaper today than thirty years ago.

Distribution economy is added by the directness of Atlas marketing. Between the Atlas plants and the user there is but one distributor—the building material dealer—who, over a period of years, has justified himself as the most efficient and most economical means of supplying the public with Atlas. His warehouse stock and trucking facilities are constantly at the public's disposal and the cost of such service is spread over all the products he handles instead of being borne by a single item.

Such economy in manufacture and in distribution is singularly fortunate. For Atlas is a staple commodity, entering into every type of modern construction, contributing strength, fire-safeness and permanence.

And Atlas is also contributing to building knowledge. Through your building material dealer, or from any Atlas office, is willingly supplied free information on any type of construction. The same technical care and accuracy is used in compiling this information for you that is used in making Atlas *"the Standard by which all other makes are measured."*

The Atlas Portland Cement Company will be glad to answer any question regarding the cement industry or the use of Atlas.

THE ATLAS PORTLAND CEMENT COMPANY
25 Broadway, New York, N. Y.
CHICAGO BIRMINGHAM INDEPENDENCE, KANS.
PHILADELPHIA BOSTON ST. LOUIS DES MOINES DAYTON
OMAHA BUFFALO KANSAS CITY JACKSONVILLE, FLA.

MOTORING AND AVIATION
Continued

turns in a vacuum with a speed of 815 revolutions per minute.

These systems utilize directly the live force or the inertia of the gyroscope—very heavy fly-wheels turning with a considerable speed (often in a vacuum to prevent the loss due to friction) to counteract any lack of equilibrium in the mass upon which they are installed. In the automatic airplane the gyroscope functions simply as an organ of control.

The system includes three groups of two gyroscopes each of the Sperry type, effecting respectively transversal equilibrium (balancing of the wings) longitudinal stabilization (control of the elevating planes), and direction. These gyroscopes measure about two inches in diameter and turn at a speed of 18,000 R. P. M. Each one is surrounded by a guard ring, in which are mounted electric coils receiving the alternate current of one of two small dynamos mounted in the rear of the fuselage.

The upper pair of gyroscopes turn in a horizontal plane and insure transversal equilibrium. Under them the pair insuring stability in height turn in a vertical plane perpendicular to the first. The pair controlling the direction, invisible in photographs showing the gyroscopes, turn in another vertical plane cutting the plane of the preceding pair at a right angle. In each group the two disks loosely geared together turn in opposite directions.

The whole group is constantly maintained in a horizontal position *with respect to space* and in an artificial plane, being mounted on suspension rings hinged at right angles to each other, like the gimbals on the compass of a ship. Under these conditions the respective planes of rotation of the gyroscopes are unchangeable. Whatever may be the angle of inclination of the airplane they never attempt to redress it. Their force is not brought into play as in the case of a ship to straighten the greater body. It is the airplane which affects the gyroscope and redresses it. As a matter of fact the gyroscope and its means of suspension are installed upon a fixt platform made fast in the airplane. Consequently while the gyroscope always remains in its own plane, the platform follows all the movement of inclination of the airplane.

The two suspension rings or gimbals themselves follow the displacements of the airship, and each ring has beside it an index of its own made fast to the platform. In the position of equilibrium this index marks the zero on a graduated dial-plate. There is a dial for each type of equilibrium and the dial is graduated from one side to the other of zero. If the airplane tips to the right the suspension ring measuring the horizontal equilibrium holds level, and its index-marker leaving zero stops, let us say, at the mark of 5 degrees to the left of zero. If the airplane tilts to the left the index moves around to the right. Now whenever an index-marker leaves the zero mark it closes an electric circuit which starts the dynamo of one of the three auxiliary motors connected respectively with the cables to the airlerons and the two tail-planes.

One of these little auxiliary motors consists of a dynamo coupled to a revolving drum which may turn in two directions. Thus when the airplane loses its equilibrium, the electric current turned on as I

FOOD *and* NOURISHMENT

are two very different things -

"Access to abundance of food does not necessarily protect from the effects of food deficiency."
—*Jl. Amer. Med. Ass'n.*

"We now know definitely that the regular diet of a large portion of the people in the United States is falling short of maintaining satisfactory nutrition."
—*American Home Diet*

"It is the food digested, not the food swallowed, that really counts."
—*Food Facts*

If you want to keep on patching your (human) house, keep on eating the wrong things. If you want to get and keep your house in order, eat food your body can digest.

Eat "what you want to eat" but see that the food you do eat is such that your body can turn it into nourishment.

In Grape-Nuts is nourishment you need, in the form your body can digest.

"The proper starting of the digestive process . . . is conditioned by the satisfactions of the palate, and the consequent flow of the first digestive fluids."
—*Bodily Changes in Pain, Hunger, Fear and Rage*

"After diet comes the mastication. Every organ of the body is improved by use, and proper chewing of hard, resistant foods gives the mouth the exercise it needs to help make it self-cleansing, and to keep it healthy and normal."
—*Bulletin issued by the Dept. of Public Health, Mass.*

Don't take away from any one organ the legitimate work it should do. Don't baby it but don't overload it.

Grape-Nuts is in a form that makes you chew. This makes your mouth do its work which, if it doesn't do, your stomach must do in addition to its own.

Food is what you eat - Nourishment is what your body gets out of it - *what it digests*

Your table can groan under food and yet you can still suffer from mal-nutrition

Almost one-half of all the food we consume as a nation comes from the grains.

Nearly three-fourths of the carbohydrates (starches and sugars) are produced in the grains, *and the carbohydrates are your greatest source of strength and vitality—your power to do work.*

Yet even with this great consumption of grains or cereals, even with our tables loaded with every kind of food, one out of three of the American people suffers from some form of *malnutrition.*

Headaches, anæmia, bad teeth, constipation, dyspepsia—these are a few of the ills that doctors, dentists and the biological chemists are more and more tracing to the door of *malnutrition.*

Because of the way we live nowadays, these authorities say, many of us are making our bodies attempt to digest foods by brute force, and our digestive organs rebel. Then follow lassitude, disability, and a train of ills.

To avoid malnutrition, to properly nourish your body, you must not only eat the right food, but your food must be in a form your body can easily digest and transform into strength and vitality

In Grape-Nuts is nourishment you need in the form your body can digest.

Unless the carbohydrates your system needs are properly prepared they are hard for your body to take care of. They may become a burden and their great nourishment-value lost.

In Grape-Nuts they are *dextrinized,* that is, they are broken down into a form the body most readily digests and turns into vigorous health and strength.

This delicious food is made from pure wheat and malted barley, slow-baked and specially processed in a way that transforms the carbohydrates so that the body readily utilizes them.

All the nutriment of the grains is retained—including the precious mineral salts which science is each day setting more and more store by.

In a form which you must chew

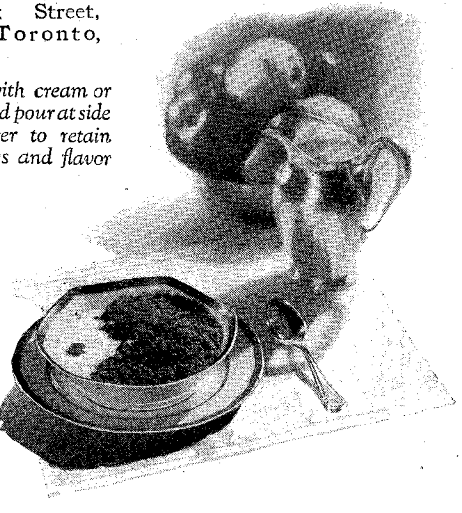
You can't help chewing Grape-Nuts. There is no escape. The crisp, brown kernels force you to chew. You want to and enjoy it.

This good hard chewing gives the necessary exercise to teeth and gums and *it is the first step to digestion.*

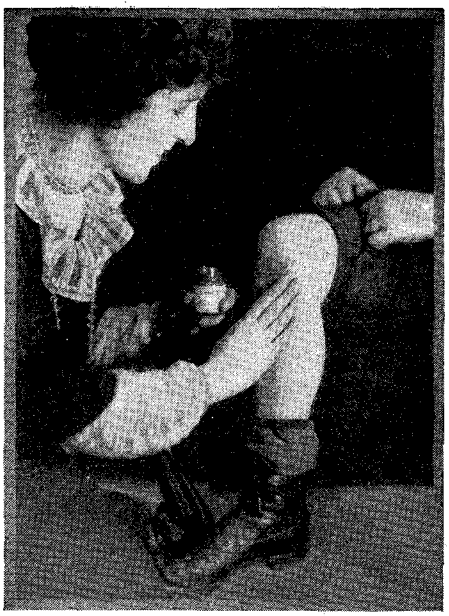
With Grape-Nuts digestion starts in the mouth—where it *should* start.

Most people like Grape-Nuts best with cream or milk poured at the side of the saucer so as to retain to the full the crispness and flavor of the grains.

Tomorrow for breakfast eat Grape-Nuts. Eat it every day and at the end of the first week see how much better you feel. All grocers have it. The Postum Cereal Company, Inc., Battle Creek, Michigan, U. S. A. Canadian address: Canadian Postum Cereal Co., Ltd., 45 Front Street, East, Toronto, Ont.



Serve with cream or milk and pour at side of saucer to retain crispness and flavor



Knees on the hard pavement! What then?

"Bobby's knee bruised again. But he hardly stops to cry—he is so used to these little bumps. He knows very well that the 'Vaseline' Petroleum Jelly in the medicine closet will soothe the broken skin and start the healing at once.

"'Vaseline' Jelly not only cares for burns and cuts. I find it better than elaborate cosmetics for my own skin this wintry weather."

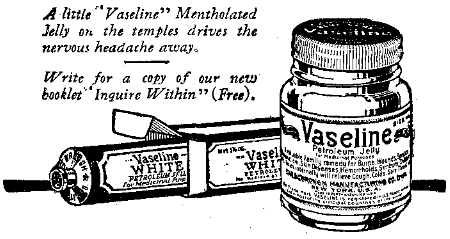
Look for the trade-mark "Vaseline" on every package. It is your protection.

CHESEBROUGH MFG. CO. (CONS'D)
State St. New York

Vaseline
REG. U.S. PAT. OFF.
PETROLEUM JELLY

A little "Vaseline" Mentholated Jelly on the temples drives the nervous headache away.

Write for a copy of our new booklet "Inquire Within" (Free).



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At Our Expense—Cool, Comfortable Shaving

THE verdict is now in your hands—If you do not find from actual use that Ingram's Therapeutic Shaving Cream gives you a quicker, closer shave, without the customary smarting after effect—and that it leaves your face as soft and cool as though you had used a lotion—we will refund its full purchase price Get a jar from your druggist, or if he cannot supply you, send 50c with his name and address and we will mail a jar direct to you. If you are not entirely satisfied, return the jar and your money will be refunded. Or send 2c stamp for sample. *Recommended particularly for a tender skin.*

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SHAVING
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Therapeutic
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MOTORING AND AVIATION
Continued

have described actuates the dynamo which turns the drum acting on the corresponding control. The airplane is thus redrest automatically.

With the equilibrium established the index returns to zero, the current is broken, and the airplane takes up its normal progress.

Thus the gyroscope maintains or re-establishes automatically the equilibrium of the airship. Yet another element is necessary to insure the proper direction. Any airplane abandoned to the exclusive control of the gyroscope would describe a straight line at a height approximately the same until the engine stopt. It is therefore necessary to have a directing mechanism which shall be able above everything else to momentarily neutralize the action of the gyroscope. Otherwise when I wished to climb, I should be fighting against the resistance of the gyroscope which has for its mission the maintenance of the airplane in a horizontal position. Mr. Maurice Percheron and his collaborator, Mr. Bernardy, have solved the problem with remarkable ingenuity.

At the side of the pilot, or the man who is sitting in the pilot's place, is a keyboard of buttons very much like that in an elevator. Each button is electrically connected with one of the supplementary motors which is itself connected in one direction with a pair of gyroscopes and in the other with the control which it governs. There are two buttons for ascent, two for descent, two for a turn to the right and two for a turn to the left. A ninth button which is not shown on the photograph of the apparatus sets all the others back to zero just as in an elevator. This being the arrangement, let us take a concrete example and see what happens when I press on the button to go up. First all communication is broken between the auxiliary motor controlling height and its corresponding gyroscope which would otherwise be forced to keep the airplane horizontal. Second, at the same time the auxiliary motor starts up and the revolving drum acts upon the elevator controls until the airplane has assumed an angle of 5 degrees. Third, experience teaches that about five seconds is necessary for the execution of this maneuver. At the end of that time the connection between the gyroscope and the auxiliary motor is automatically reestablished. Fourth, the graduated scale of the gyroscope has itself been displaced 5 degrees, that is to say the absolute position of zero in space is now 5 degrees from the point where it was just previously. The plane of longitudinal equilibrium of the airplane is no longer horizontal. It has become oblique, and it is *with respect to this plane* that the guiding action of the gyroscope now exerts itself. The firmly fixt index-marker on the airplane which moves with respect to the dial never departs from zero to automatically shift the controls except when the airplane, still keeping its original angle of climb, inclines to the right or left.

The airplane thus stabilized, the effect of any maneuver whatever continues indefinitely; ascent, for instance, is prolonged at an angle of 5 degrees up to the time of a new interruption which may manifest itself in two different ways: in pressing on the zero button I return to horizontal flight; in pressing on the second button of ascent I mount at a new angle of 5 degrees which makes me fly at an angle altogether of 10 degrees with respect to the original horizontal position. I can continue to ascend indefinitely by successive increments of 5 degrees by pressing successively on each one of the two buttons.

Now let us take up turns and landing. In straightaway navigation the gyroscope of direction maintains the axis of the flight. To slant to the right I press on the right-turn button and immediately for five seconds the action of the directional gyroscope and that of the transversal gyroscope which controls the ailerons are immobilized. The auxiliary motor controlling the direction acts upon the controls, which effects a turn of ten degrees, at the same time throwing the airplane into the proper bank. During this time the gyroscope controlling the altitude automatically maintains the axis of horizontal flight.

At the end of five seconds the gyroscopes which have been immobilized are free again and you can push the button back to zero to continue straightaway flight in the new direction. If, on the contrary, you want a steeper turn you press on the second turning button, after which you may press again upon the first button and then upon the second, or reset them all at zero.

Even landing is made very completely automatic. A long pole fixt by a socket-joint to the axle of the forward wheels of the under-carriage is caught up under the axle of the rear wheels of the under-carriage by an electrical magnet. While the airplane is in the air the pilot breaks the circuit of the magnet and the pole, no longer held at the rear end, hangs down from the airplane.

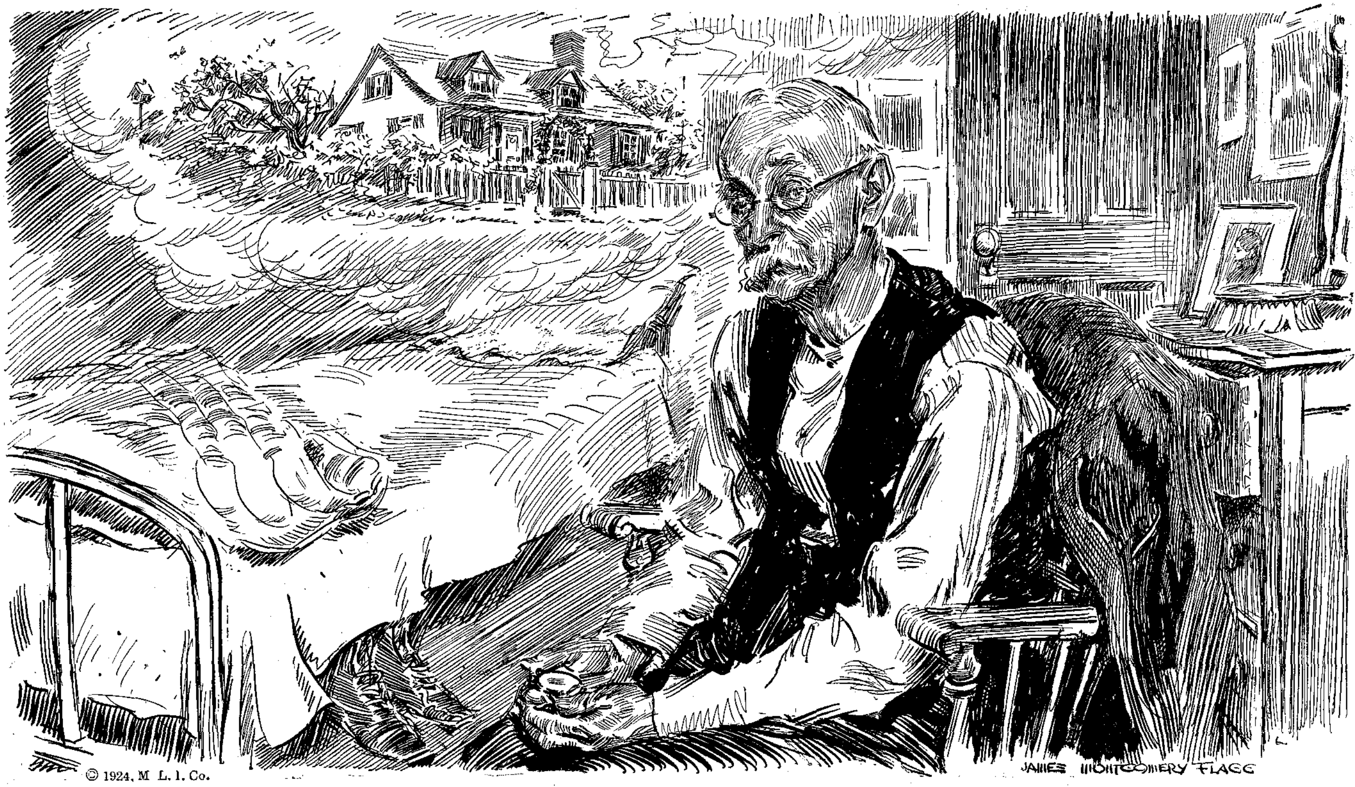
This pole is hollow and is traversed by electric wires. Its free extremity forms a little jointed fork. In the descent, at the moment when the pole touches the ground, the points of the fork are brought against one another, and an electric circuit is established which acts upon the elevating planes to straighten the airplane out at the proper angle.

Whatever be the perfection of the machine it will obviously always be dangerous to start off without an actual pilot aboard one of these entirely automatic airplanes. The apparatus would be, otherwise, completely at the mercy of any failure in the mechanism or any short-circuiting in the electrical system. However, the keyboard will be extremely useful for heavy freight-carrying airplanes. It will greatly augment the whole system of security, and will considerably lighten the duty of the pilot by diminishing his muscular fatigue and nervous attention. Nevertheless, the presence of the pilot remains indispensable for maneuvering in any failure of the controls or in joining an independent group of controls.

The working out of this gyroscopic system and of the keyboard constitutes the first necessary stage, perhaps the most important one, of the pilotless airplane of which I shall now go over rapidly the two possible methods of realization—the controlled airplane, and the airplane directed by wireless.

The first attempts at an airplane flown without a pilot were made, says this writer, by Captain Max Boucher in 1917. Whether he is under the impression that nothing was being done in this direction in America, does not after all greatly matter. The main point is that Boucher worked on his idea through the last years of the war with all the energy at his

Homes or "Homes"?



HAVE you ever visited an Old Folks' Home? What a heart-breaking thing it is to see the pitiful attempts of these poor old people to give the few square feet of space they can call their own a touch of the real home they once knew. Not much can be done with only a cot, a bureau and a chair. Yet those who feel the home-hunger try pathetically to make the place seem like home by tacking up a few pictures torn from magazines and by keeping photographs on their bureaus.

And they call such places "homes"! The places where the poor, the sick, the deaf, the blind, the orphans and other public charges are housed. Shelters only—compared with real *homes* such as most of them formerly had.

More real homes and fewer "homes" are what this country needs right now. The welfare of the individual, the family, the nation, the whole world is based upon homes. Civilization itself is founded upon the home. Have you a *real* home or just a roof and four walls?

If you have a home—protect it. Make it permanent and *homelike*. Guard against the necessity of ever seeking shelter in a "home".

Look at your home. Think about it. What can you do to make it better? Home surroundings exert such a tremendous influence over family life.

Better homes mean better children. Better children mean better men and women. Better men and women mean better citizens. And better citizens mean a better America.

All over the country the movement for better homes is spreading. Corporations and civic bodies have given their aid; magazines and newspapers have given space to this great national movement which works toward better citizenship.

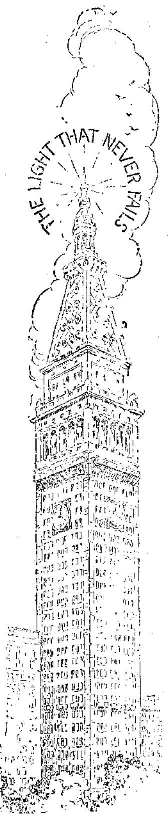
The Metropolitan Life Insurance Company is heartily in sympathy with these plans to relieve the housing shortage, and to provide happier living conditions. Since June 1920 it has made 24,508 loans on dwellings and apartments, aggregating $171,663,100, that provided accommodations for 49,850 families.

But outside of the Cities? In the same period—since June 1920—the Company made 16,383 loans on farms in twenty-two agricultural States.

To provide against the danger of loss of home by mortgage foreclosure, in case of death or disability of the home owner, the Metropolitan has devised a special form of home protection known as a Mortgage Redemption Policy.

Information regarding it will be furnished by mail on request.

HALEY FISKE, *President*.


THE LIGHT THAT NEVER FAILS

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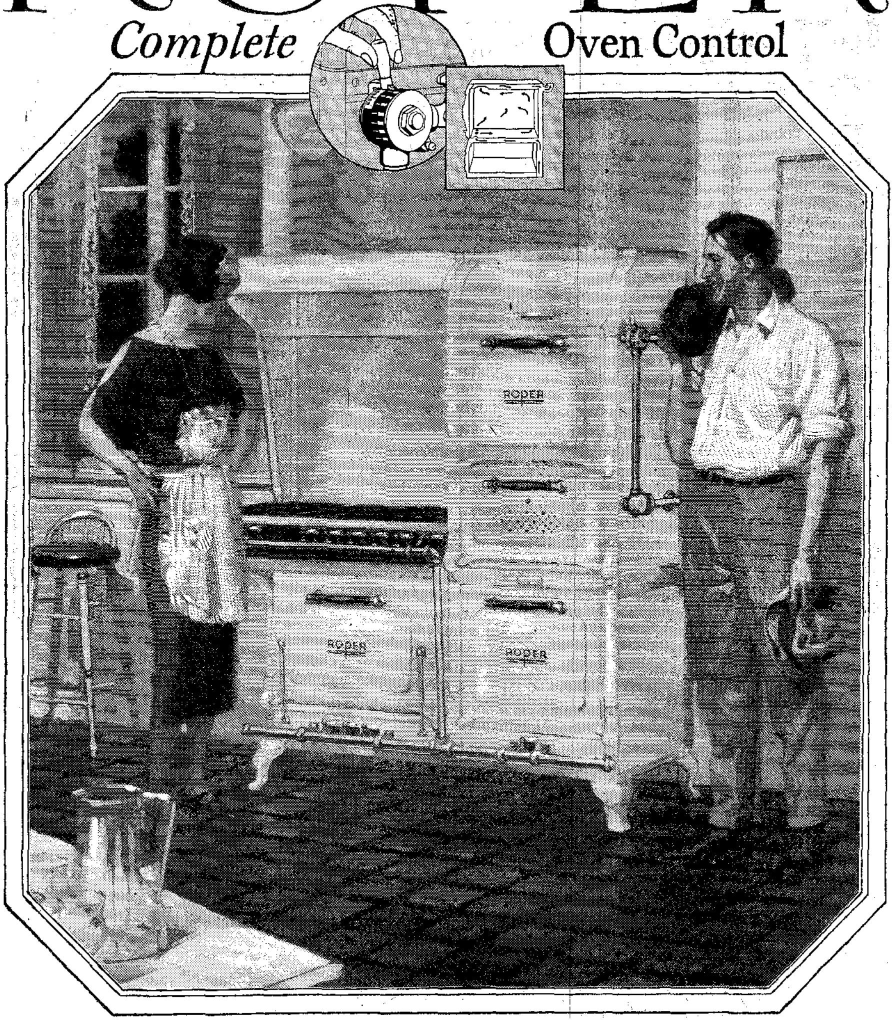

ROPER BEAUTY AND CONVENIENCE CHEER THE KITCHEN

Beauty has a real kinship to utility. The beauty of Roper gas ranges has as decided an influence in lightening household tasks, as has its remarkable convenience.

Perhaps the most outstanding contribution of Roper to the fine art of cooking is complete oven control. This is achieved by the perfect combination of the Roper temperature regulator and the ventilated oven which distributes the heat uniformly.

You'll find Roper gas ranges where better gas ranges are sold. The famous Roper Recifile of card indexed recipes sent postpaid for 35 cents.

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MOTORING AND AVIATION
Continued

command. He appears according to the writer to have had the usual uphill fight against a military bureaucracy, eventually being relieved of his post as commanding officer of the great flying school at Avord. Later, we are told, through the intervention of Clemenceau himself, he was given partial experimental facilities and a couple of assistants.

Continuance of these facilities was eventually refused by the Aeronautical Bureau, only to discover that a slight shift in the Ministry had brought in an Under-secretary of State for Aviation who was a warm admirer of Boucher. From this point, according to the writer, progress has been fairly steady, and Boucher, now on indefinite leave, is being left free to work out his ideas in his own way, assisted by the technical section of the Aeronautical Bureau, and surrounded with collaborators chosen by himself.

In France, says the writer, the present experimenting has attacked two entirely different problems and is in a fair way to solve both. By the controlled airplane, he means one which is made to fly a circuit determined in advance, and traced on a diagram which puts the different controls into play automatically. By the airplane directed by wireless he refers, of course, to the plane directed either within seeing distance, or beyond the range of vision, by Hertzian waves transmitted from a ground station and acting on some keyboard in the airplane.

Here is Honoré's description of the controlled airplane:

> On a metallic cylinder turning on a horizontal axis and moving in a longitudinal direction a ribbon of perforated paper is rolled. If this cylinder touches a metallic bar this bar can alternately close or open an electric circuit according as it touches the cylinder or the paper. This contrivance, to-day classical, is, in fact, analogous to that of the perforated rolls for mechanical music.
>
> These bars can be hooked up with the keyboard of the airplane and establish geometrically a diagram of the route, just as one makes out a musical score. This diagram, designed by a system of holes in the paper, will control according to the movement of the cylinder all the mechanisms for directing the airplane, both as to time and to altitude. The time and speed is determined by the movement of the cylinder; the altitude through the intermediary of an altimeter aboard the ship. The two actions combine with each other. The graph is established on the basis of a wind speed from zero to not more than four or five meters, and insufficient to make the airplane deviate.
>
> Now, then, let us suppose that an airplane goes at the rate of 100 kilometers an hour. It would have to take twelve minutes to go twenty kilometers, or to go and return twenty-four minutes, provided, it must be added, that the weather is good and that the atmospheric conditions remain equable. The airplane would in that

case perform its mission, and would deviate but very little from the route laid down on the diagram.

It is such a test as this which has just been carried out with the greatest success in the recent trials, at one of which Marshal Pétain was present. The mission required of the airplane was: "To rise 300 meters, fly at that height for eight minutes, climb to 800 meters, fly at that height parallel to the first stage for ten minutes, and after two turns at a right-angle, return and land near the point of departure." The machinery having been regulated according to these requirements, the airplane departed on its own with a tail wind behind. It took off at the end of about 200 meters and carried out perfectly the mission indicated, without the least movement of the pilot who was on board to intervene in case of a motor stoppage. The machine was further furnished with two contrivances helping considerably in the above maneuvers.

One shuts off the motor when, after going 400 meters, the plane has not yet taken off. Without this precaution the airplane might taxi indefinitely at a speed insufficient to leave the ground and end by smashing itself against the first obstacle. Another contrivance shuts off the motor and acts on the elevating plane to throw the airplane into a dive whenever, in the course of flight, the motor undergoes a loss of strength sufficient to lose flying speed.

It can readily be seen, that it would be easy to utilize such an engine in case of war, to go and drop enormous bombs on the enemy lines without any risk to personnel, and without any great risk to matériel if the operation were performed at night.

"OUR DIS-UNITED STATES—OF MOTORDOM"

It was a French motorist of considerable experience, runs the report, who, arriving in the District of Columbia via motor, first gave a group of governmental heads a new slant on this grand and glorious land which we call the United States of America.

"But, Messieurs," said the Frenchman, when asked what he thought of democracy as a cure for European ailments, "I have seen only ze Disunited States."

He made the remark in a club where Congressmen, Cabinet members and other officials were privileged to hear it. Thereupon, says William Ullman, writing in the April issue of *The American Motorist*:

> Eyes that were half closed with strong cigar smoke now popped wide open. Heads that had been buried in newspapers now came up for information. There was a sudden desire to learn just what the Frenchman had meant by his statement.
>
> Out of this has grown a consciousness among Washington officials that something is wrong with a system of government that permits interstate motor vehicle transportation to be regulated almost entirely by State laws which differ as day from night.
>
> We who have the annoyance—and danger—of a divergence of motor laws for a daily diet have grown to accept it as a necessary evil. We are told about the sovereignty of the States and let it go at that. But the foreign motor tourist sees more than annoyance in conflicting motor regulations. He sees the States throwing up barriers

Making America's Finest Lawns and Golf Courses

How Ideal Power Mowers Actually Build Lawns

MOWING with an Ideal Power Lawn Mower does much more than merely cut the grass. It does two other things equally important. First it rolls the sod to velvety smoothness, producing a park-like appearance that cannot be equalled in any other way. Second, it greatly retards the ravages of worms and other lawn pests.

In short mowing with an Ideal constitutes a complete lawn treatment.

Power mowing costs a mere fraction of hand mowing

By doing the work of five or more hand mowers, an Ideal reduces the cost of lawn maintenance to a mere fraction of that when done by hand. The labor saved in a season frequently pays for the mower, even on lawns of an acre or less. There are four models of Ideals, suitable for lawns of all sizes.

The Ideal "Junior"

A mower that cuts a 22-inch swath and is just the right size for the average suburban home.

The Ideal Triplex

The most flexible large mower built. A 3-unit machine that cuts an 84-inch swath and will go anywhere. Popular with golf clubs because it is the only big-capacity mower made that turns in its own length and trims closely around bunkers and other obstructions.

The "Thirty Inch"

A mower that cuts a 30-inch swath, mows up to 8 acres daily and is big enough for most lawns under 25 acres.

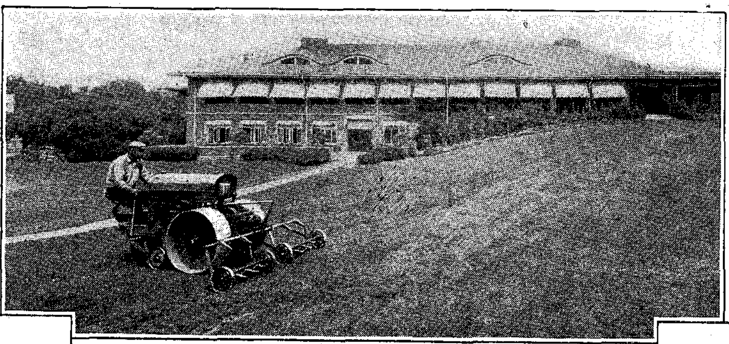
The Ideal "Bulldog"

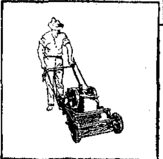
(3 or 5 unit mower)

A mower that can be attached to any tractor in two minutes. Has "Bulldog" cutting units (as has the Triplex), a short turning radius, and each individual cutting unit is pushed—not pulled. No weight rests on the cutting units, it being carried on castor-type wheels.

Ideal Power Lawn Mowers are made by the world's oldest and largest exclusive makers of power mowing equipment. More are in use today than all other makes combined. They passed the experimental stage years ago, and are now as stable as a standard motor car. We offer a tried and proven product that you can buy with absolute confidence. Write for literature.

Ideal Power Lawn Mower Company
R. E. Olds, Chairman
436 Kalamazoo Street, Lansing, Michigan
NEW YORK, 13-19 Hudson St. Chicago, 11 East Harrison St.
Dealers in all Principal Cities (96)





IDEAL
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MOTORING AND AVIATION
Continued

which are quite likely to have far-reaching effects.

His attitude calls to mind the fact that Maine lost a lot of business when it tried to bar the motor-truck, while more recently Massachusetts lost a lot of tourist trade because of its insistence upon the use of tail-lights selected from an approved list, a number of which were found even less desirable than many that were unapproved.

A motorist who toured the Berkshires tells this apropos story of his experience with the Massachusetts motor-law barrier, says Mr. Ullman:

Learning that the petty police deputies and sheriffs were making a killing out of this handy form of shaking down the motorist, he did most of his summer touring in parts of the country which did not include the Bay State. Finally, however, it became necessary for him to pass through the State, and for safety's sake he purchased an approved tail-light.

The first night he traveled the roads of Massachusetts he was greeted by the sight of the dead tail-light, and a number of interesting speculations arose in his mind. Naturally he was interested in the fact that in order to get to cover without arrest he found it necessary to reattach the discarded unapproved light which had never, through four years of driving, failed him. But there were more important features of the situation.

He had been informed that arrests would be made in daytime as well as at night, the law providing that the car must be equipped at all times with the approved device.

He was told that the law was designed to furnish a better means of catching speeders of the night who drove with flickering tail-lights that strained the eyes of the pursuing police.

The weakness of the law was at once apparent, since his own experience simply went to show that an undesirable motorist could pass muster by day and speed undetected at night merely by equipping his car with an approved tail-light.

And why couldn't he switch off the tail-light to avoid having the license recorded?

Also why did the law not provide that cars be equipped with tail-lights that would light rather than insist upon the use of lights that would plainly show the license numerals, provided they worked?

A curious situation; not merely a divergence of laws in every State, but illogical laws, unprogressive laws, dangerous laws.

Recently the motor-vehicle department of Connecticut took considerable pleasure in showing that it had succeeded in registering a stolen car in a Western State where title must be passed.

Here, then, is a splendid anti-theft idea apparently being illogically handled. Some State is inadvertently encouraging the theft of motor-vehicles by discouraging other States from adopting better title plans.

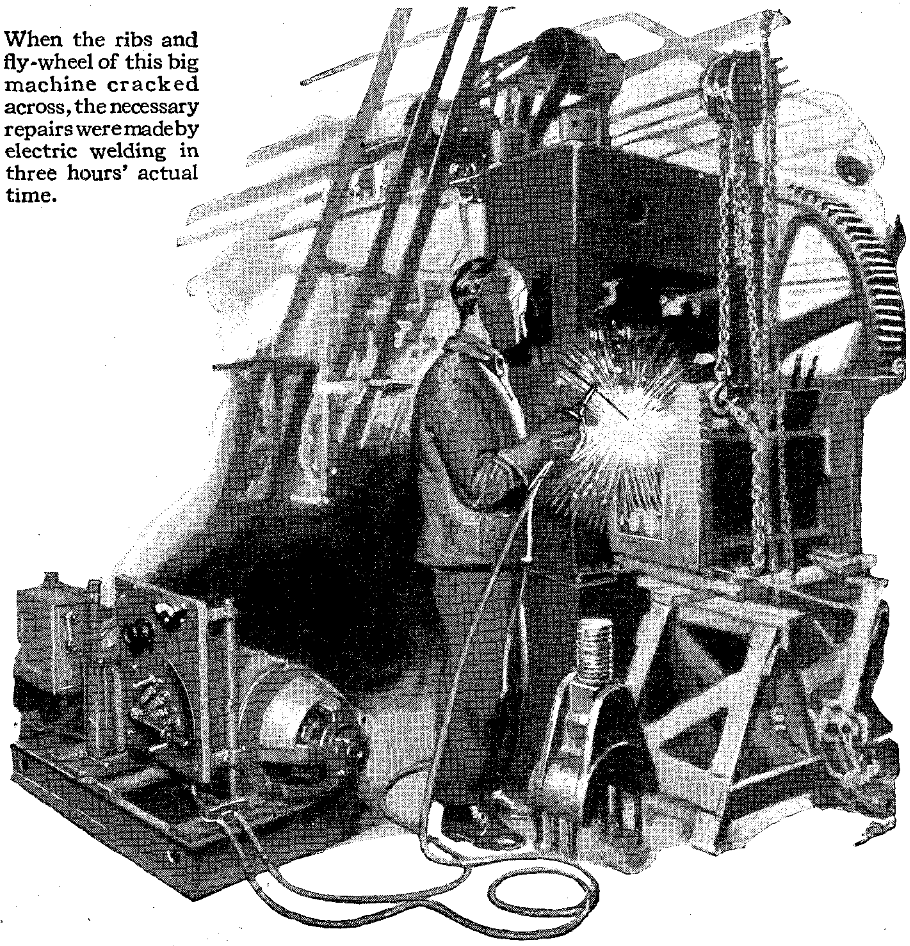
It is a situation which many believe must be handled by the Government, tho it is generally admitted that the right of each State to do as it pleases with its motor-vehicle regulation complicates matters.

Some one is always going to take a car, comply with the laws of the State of the starting point, journey through the country testing the validity of laws which compel him to violate the laws in the State from whence he comes. But no one ever does.

The localization of laws governing transportation that is national in its operation has its advantages as well as its disadvantages, but the latter far outweigh the former.

In Kansas, for instance, the writer observes, it is found that a fourteen-year old person is well enough developed to be trusted with a motor-car. He comments:

> This probably works out well enough for Kansas folk, but it is a bad precedent to set for the country in general, and other States are justified in raising the age-limit considerably.
>
> How much better it would be, however, if a Federal law could cover the situation, making it unlawful to transport a car from one State to another unless its operator is of a certain age.
>
> We can learn a lot from the Dyer Act, which is one of the comparatively few Federal laws applying to motoring. This act does not meddle with the regulations of any State with regard to its own anti-theft methods. It gets around the matter of States rights by treating transportation of stolen cars only in its interstate phase, which is invariably sufficient to overcome much of the undesirable effect of the conflict of States laws.
>
> Suppose the Federal agents were enpowered by law to arrest all motorists who crossed State boundaries without complying with the Government's regulations with respect to headlights. Would this not force lenient States to follow the more progressive ones in the matter of headlight regulations? And would it not eventually result in what would be in effect Federal regulation of motor-vehicles, granting that the Government adopted the best thought in regard to motor-vehicle regulation.
>
> It is interesting to note that the motor-vehicle departments of the various progressive States would doubtless be the first to offer their services and their experience to the government motor-vehicle department in the interests of such control of motor-traffic through its interstate control.
>
> The Eastern Conference of Motor Vehicle Commissioners, for instance, would welcome the general adoption of many of the laws and regulations which less progressive States now refuse to accept. It is not reasonable to suppose that this conference would cooperate whole-heartedly with the Federal authorities in the enforcement of what would be its own laws or better ones? Indeed progressive motor-vehicle commissioners might even see the advantages of personal recommendation of such Federal laws covering interstate motor-vehicle traffic.
>
> Uniformity of motor-vehicle laws has not been possible because there is rivalry between States in law-making and enforcement. This rivalry is a hindrance and a help, but chiefly the former, because some States and, particularly, cities, are so far apart in their methods that the motorist feels like a criminal when he passes from one to another.
>
> The way matters stand a motorist who is accustomed to strict regulations gains nothing by traveling from one State to another, while the motorist who is accustomed to doing about as he pleases keeps clear of the so-called stringent States, and thus adds nothing to his experience in common-sense motoring.
>
> But if these motorists could not go from one State to another without complying



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MOTORING AND AVIATION
Continued

with Federal regulations with respect to age, ability, headlight devices, condition of car, and so forth, points out the writer, the situation would be quite the reverse. He adds that:

> Those who have given thought to this matter say that it would result in a marked tendency toward uniformity in States' laws and regulations, and that whenever new laws were thought to be needed the pressure would be brought to bear upon members of Congress with a view to getting a State law passed through making it a necessary sequel to a similar Federal law.
>
> Automobile transportation is reaching a point now where it can not be confined to its respective States. Nearly every one takes his car over a State line some time during the year, and if he were required to comply with Federal laws representing the best and latest thought along vehicle-regulation lines there would be no reason for him to stand out against the enactment by his local State of a set of regulations similar to the Federal law.
>
> As a matter of fact, if a motorist came under the ruling of such a Federal motor-vehicle law he would doubtless be so sold on the advantage of uniformity—and particularly of uniformity of the best laws—that he would work with his club to revise the State laws so as to be uniform with the Federal laws.

WILL NEW GUNS TAME AIRPLANES IN "THE NEXT WAR"?

TALK of the devastation to be spread by bombing airplanes, in case another war appears, is all very well, announces an official of the Coast Artillery, but the simple fact is that most of the talk seems to emanate from persons who are "apparently uninformed regarding the development which has taken place since the World War in anti-aircraft material." It would be easy for a group of planes carrying gas, for instance, to wipe the population of New York City or London off the map in a few hours—if nobody interfered with the planes. In this connection, the artilleryman describes four new types of anti-aircraft guns now in process of development.

The "apparent intent" of many of the articles detailing the menace of modern aircraft, suspects the critic, Lieut.-Col. H. C. Barnes, C. A. C., is to "create a public sentiment which will demand the placing of our Air Service in a reasonable state of preparedness." We are deplorably lacking in aircraft, admits Colonel Barnes, and he is heartily in favor of improvement in that direction. But, just the same, he continues, writing in *The Coast Artillery Journal*, the public is likely to draw some wrong ideas, especially in connection with the airplane bombing tests, so far held and made public. Looking at the matter from an artilleryman's point of view, he recalls and comments:

> The experiments made in the bombing

of the *Ostfriesland* and other German ships took place about 100 miles off the Chesapeake Capes some two years ago. The ships being bombed were anchored. They were, of course, provided with no means of defense against aircraft. The bombs were dropt from planes which, at the moment of releasing the bombs, were not to exceed 2,000 feet above the target, the pilot's mind in each case being free from the thought of danger to himself or to his plane. The situation was similar to one where an old man—ninety years of age—is tied hand and foot to a tree in a dense forest with no means whatever of defending himself. Another man, young and vigorous, is given a blunderbuss of such weight that he can with difficulty carry it. He is started from the edge of the forest to seek out the old man, put him out of his misery and return to the edge of the forest. He starts out, finds the old man, takes a position at a distance of ten feet, blazes away and then shoulders his blunderbuss and returns to the edge of the forest. There is no question in the mind of any one that the shot will hit the mark nor of the result on the old man tied to the tree. The only thing which has been proven is that the youngster can carry the blunderbuss into the forest, find his quarry, fire his shot and return. The rest was all known before. Similarly, the experiments against the German ships. These experiments proved that bombing planes could carry their bombs 100 miles to sea, find an anchored ship, drop their bombs, and return to shore. The rest was known before—that they could hit the mark from the altitudes employed and that, if properly placed, the bombs would sink the ship.

The more recent bombing operations against the battle-ships *New Jersey* and *Virginia*, off Cape Hatteras, while conducted at greater altitudes than any heretofore witnessed by the writer, do not change his opinions in the least. While some bombs were dropt from an altitude between 7,500 and 10,000 feet, those which did the most effective work and resulted in sinking the ships, were dropt from approximately 3,000 feet. The sinking of these two anchored and unprotected battle-ships occupied the services of about twenty-four bombing planes for approximately eight hours.

A conservative estimate of the time during which one or more of these planes were within effective range of anti-aircraft guns, if the *New Jersey* and *Virginia* had been equipped with them, would be two hours. This brings us to a consideration of the present-day possibilities regarding anti-aircraft gun-defense, the development concerning which the authors of the articles referred to appear to be uninformed.

The Colonel denies any intention of making "extravagant claims as to what has been accomplished in the development of any anti-aircraft guns or in the control of their fire." Nevertheless, he remarks, he would like to submit some facts as to "the altitudes the Air Service may reasonably expect to maintain when bomb-dropping, and live to tell the tale." There are four new types of anti-aircraft guns now in process of development, he continues:

The first of the new guns is the .50-caliber machine-gun with a horizontal range of about 27,000 feet, a straight-up range of 9,000 to 12,000 feet, and a rate of fire of about 500 shots a minute. Fire-control

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MOTORING AND AVIATION
Continued

is to be maintained with this gun through new tracer ammunition, visible by night up to 7,500 feet and by day up to 6,000 feet. The .50-caliber gun is under manufacture for issue as a substitute for the .30-caliber weapon, now used, which latter is a relic of war days.

The second gun under development is a 37-mm. machine-gun, firing high explosive shells with fuses so delicately adjusted that the shells, while safe to handle before firing, explode on contact with balloon fabric once they have been discharged from the gun. A rate of fire of 100 to 120 shots a minute is expected with this weapon, as is also a straight-up range of about 14,000 feet and tracer ammunition visible up to 10,000 feet, making possible accurate firing up to that point. It may be said that, at this time, this is a future prospect. This is true, but the handwriting on the wall says for the Air Service to give serious consideration to the subject of bomb-dropping at these and still greater altitudes. It is planned to install these weapons in batteries of four operating with a single telescopic sight control, and to be trained and fired by a single gunner.

The third new gun in the group is a 3-inch weapon on a mobile mount, with a rate of fire of fifteen shots a minute, effective at altitudes up to 21,000 feet, and with full 360-degree traverse to enable the gunner to follow his target in any direction. It can be fired at an elevation of eighty degrees and has a horizontal range of more than 38,000 feet with projectiles weighing fifteen pounds and containing a heavy bursting charge. Guns and mounts of this type are now under test at Army proving-grounds. (Look out! you bombing-planes, we're going up.)

Gun No. 4 in the anti-aircraft list is the 4.7-inch, firing a forty-five-pound shell to an effective altitude of about 30,000 feet. It is to be mounted on a mobile carriage with full traverse and equipped for power-loading and with an automatic breech block to speed up firing. This gun also can be fired at an elevation of 80 degrees, or within ten degrees of straight over the gunner's head.

As a supplement to these new weapons, the experts are working out a system of indirect aiming, experiments having shown that central control-firing is greatly superior to the old wartime systems. Two types of central stations are under development, either of which will obviate the necessity for altimeter stations and baseline readings and materially speed up aiming and firing, altho requiring less personnel in operation than the old control method.

It will be seen from the characteristics of the anti-aircraft guns that the object sought is to drive bombing airplanes high into the air, thus minimizing the possibilities of accurate bomb-dropping. The four guns described provide for effective firing in four different levels, which is expected to make the air untenable for bombing-planes up to 10,000 feet and dangerous up to 30,000 feet. The anti-aircraft experts believe, therefore, that the plans they have matured will afford a very definite check to bombing operations, even without the support of combat planes to drive off the raiders.

Now, as stated before, the writer is fully cognizant of the deplorable condition regarding the Air Service—its present lack

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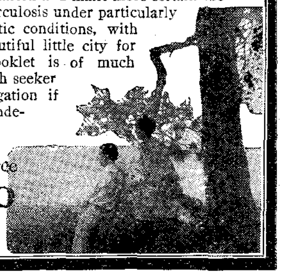

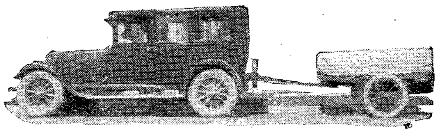

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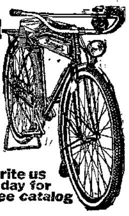

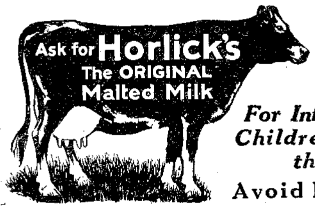

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Avoid Imitations

of personnel and matériel and, more important, the lack of any provision which will insure our having available an adequate personnel and matériel at the outbreak of any war into which this country may be forced. Furthermore, the above remarks setting forth the writer's views as to the conditions which must be met and the difficulties which must be overcome to attain reasonable accuracy in bomb-dropping are in no way intended as an argument against the taking of measures to correct this condition regarding the Air Service. However, in our efforts to bring about this very desirable result, do let us be honest with ourselves and with the public, and not try to picture the conditions as being any worse than they really are. They are bad enough at the best.

It is a well-known principle that the best defensive is the offensive-defensive. Under this principle, it is clearly seen that the best defense against enemy aircraft is found in the offensive action of our own aircraft directed against them. Careful thought on this subject can but lead to the conclusion that the primary mission of our Air Service is an offensive mission—to seek out enemy airplanes and destroy them. In this respect they are exactly the counterpart in the air of the Navy on the water. And, as our coast fortifications, manned by the Coast Artillery Corps, are built to relieve the Navy of the responsibility of defending our harbors, thus freeing it to assume its offensive rôle against the enemy's fleet; so the anti-aircraft guns, served by the Coast Artillery Corps, are intended to relieve the Air Service of any defensive rôle and free it to assume the offensive—to seek out and destroy the enemy air forces.

They (the Air Service) may have several secondary missions, one of which, if you like, is to bomb enemy ships and other permissible things, provided their accomplishments in this direction are commensurate with the consequent loss of life and matériel, which latter includes not only the planes lost but the amount of explosive expended. The writer maintains, however, that we have not yet reached such a state of development—either in bomb-dropping by the Air Service or in anti-aircraft fire by the Coast Artillery Corps or naval gunners—to permit us to arrive at a true judgment as to the possibilities along this line.

The setting forth in a reasonable way of the requirements to permit the Air Service to carry out its legitimate missions should be sufficient to convince Congress and the public of the necessity for immediate and adequate provision for this branch of our country's defense. It would also seem that a complete knowledge on the part of those same Congressmen and that same public of the developments in the anti-aircraft branch of the Coast Artillery Corps and of the relatively small handful of anti-aircraft artillerymen now provided for this important branch of our country's defense would result in immediate proper provision for this service.

There has happened nothing in the way of technical invention to upset the age-old principle that warfare, either defensive or offensive, can best be waged by loyal teamwork among all fighting elements. The tendency to accentuate the value of a particular element has the same disruptive effect as the occasional "star-worship" on the football field. The American public, to be informed of their needs, should pay heed to the advice of the older services as well as to the younger and more spectacular branch which fights in the air.

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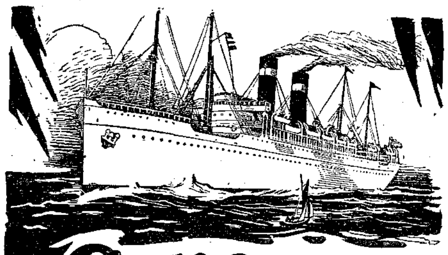

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MOTORING AND AVIATION
Continued

LOS ANGELES, AND ITS MOTOR-JAM

WHAT can a city do when it gets so many automobiles that there is no room for them to run in? Los Angeles, it appears, due to its peculiar situation has less roadway space than most other large cities. Also, due to its prosperity, it has more automobiles. Motors and motorists, street-cars, and street-car officials and statisticians of various sorts are now considering what they can do about it. The problem, possibly aggravated in the case of Los Angeles, is common to most cities of the country, and growing commoner. As usual, the street-car men and motorists must find some way so that their two different systems of serving the public won't interfere with each other. George B. Anderson, Manager of Transportation of the Los Angeles Railway, presents some figures and suggestions for helping everybody, along with a defense of the street-car as a true public servant. Taking up, in *Aero*, a magazine serving the American Electric Railway Association, the subject of motor traffic, Mr. Anderson observes that:

> The latest estimate of the number of automobiles in the city, made by the Automobile Club of Southern California February 19, 1924, was 327,000. Five years previously the number was estimated at 81,500.
>
> The maximum number of street-cars in service during the first week in December, 1918, was 750, and during the first week in December, 1923, 964. The maximum number operated any day in December, 1923, was 1,045. The average daily passenger haul the first week in December, 1918, was 517,580, and in the same period of 1923, 1,065,000, an increase of more than 100 per cent.
>
> Los Angeles suffers greatly in comparison with other large cities in lack of roadway. The proportion of the business districts devoted to roadway in various cities from which information has been received is as follows:

	Per cent.
Washington	44
San Diego	41
Cleveland	39.5
Seattle	37.5
St. Louis	37
San Francisco	34.5
Pittsburgh	34.5
Portland, Oregon	34.5
Minneapolis	30.5
Detroit	29.5
Chicago	29
Denver	27.5
Salt Lake City	25.5
Toledo	24
LOS ANGELES, but	21.5

Regarding the congestion by automobiles, and other traffic, Mr. Anderson writes:

> A check of the central business district, covering approximately 90 blocks, showing the movement therein of all classes of vehicles from 6 A. M. to 6 P. M. on December 19, 1923, an average day, shows 263,110 automobiles, 48,556 trucks—a

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total of 311,666 automobiles of all classes—and 12,025 street-cars; and from 5 P. M. to 6 P. M. a total of 34,449 automobiles and trucks, and 1,436 street-cars. The average street-car load for this period was 77.7 passengers and the average automobile load 1.67 passengers, including drivers.

During the twelve-hour period each person traveling in an automobile occupied in linear feet 14.3 times as much space as each passenger carried by street-car. At 1.67 passengers per auto, to carry one average rush-hour street-car load of 77.7 passengers would require 47 automobiles which, in solid line of contact, would occupy 660 feet, or the longest city block from center to center of the intersecting streets, while a street-car occupies but 45 feet on the average. Two and one-half moving automobiles of average length occupy space of the same length as that of a street-car, but in the same space the street-car averages a passenger haul in the rush hour of 20 times that of the 2½ automobiles.

Automobile trucks, heavily loaded, are permitted to traverse the streets of the congested district regardless of whether they have business in the district or not. Horse-drawn vehicles and the delivery of merchandise also are permitted during periods of congestion. Pleasure cars, taxicabs and sightseeing buses are permitted to cruise at will.

"Jay walking" is not prohibited. There is no regulation whatever of pedestrian traffic. A check made on an average day during the summer of 1923 by the Board of Public Utilities showed 42,000 "jay walkers" on Broadway, between intersections in the heart of the retail district in the five blocks between Third and Eighth Streets, but mostly in the two blocks between Sixth and Eighth Streets. During the same period 65,000 pedestrians crossed at the intersection of Seventh and Broadway, east and west. Forty per cent. of the pedestrians crossed against traffic signals between 12 M. and 1 P. M., and 24 per cent between 4:40 P. M. and 5:40 P. M.

The city has been liberal in allowing left-hand turns in the business district, altho on half a dozen corners such turns have been outlawed.

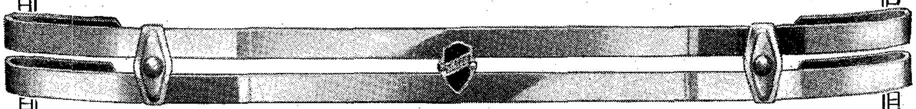
Boulevard stops are on trial, but the three main thoroughfares outside of the business district set aside for protection under this system are devoted exclusively to automobile traffic. No street having car-tracks is thus protected.

Automatic traffic signals are located throughout about 50 per cent. of the most densely congested district. The system consists of semaphores, one on each corner of the intersection, synchronized, and operated electrically from a central station. Under this system, as on Michigan Boulevard in Chicago, much time is lost to all classes of traffic daily through holding up the flow in one direction when there is no traffic ready to move on the cross street.

Parking of automobiles is prohibited in the congested district from 4 P. M. to 6:15 P. M. only. During the remainder of the business day 45-minute parking is permitted. During the holiday rush in 1923 an emergency ordinance prohibiting parking from 7 to 10 A. M. in the same district was adopted; and altho its enforcement afforded material relief it failed of reenactment after the holiday rush, chiefly on account of opposition from owners of restaurants and cafeterias. Generally speaking, the parking restrictions are totally inadequate.

Many of these elements combining to

Strength
and
Beauty



De Luxe Model *All Steel*

TWO sturdy, steel double-bars, extending the full width of the Stewart Bumper, give double-bar protection against collision at both ends of the bumper as well as in the center.

It is at the ends of the bumper where double-bar protection is most needed. Two cars, about to collide, invariably attempt to miss each other and seldom hit head-on. A side blow is usually the result and the double-bars of the Stewart are there to absorb it.

Driving or parking, you can be protected at all times against careless drivers by equipping your car with double-bar Stewart Bumpers. Look for the name Stewart when purchasing, to make certain you are getting the genuine all-steel Stewart Bumpers.

The highly polished mirror surface of the broad parallel bars, together with the snappy red center clamp make the Stewart the "bumper beautiful."

Protection and strength *with* beauty.

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Nickel finish - - - - $23.00
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Standard Model 194

Nickel finish (medium weight) $20.00
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Medium Weight Model 201

Nickel finish - - - - $16.00
Black finish - - - - $13.50
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Priced from - - $13.25 to $16.25
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The ordinary lawnmower is heavy and hard to push. MontaMower is light, easy to operate, takes hard work out of cutting the grass.

The New Easy Way to Cut Lawns

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Direct from factory

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MontaMower is the result of ten years development—no gears—no long blades to get out of order or break—eight pair of circular, toothed cutters driven by eight wheels shear the grass evenly. MontaMower is built overstrength—made from finest steel—cutters will last from two to four years without replacing or sharpening. Can be easily replaced at very small cost.

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Weighs only 7½ lbs.—can be operated by a woman or child without effort—easily carried to and from basement. Practically silent in operation. Thousands of satisfied owners all over the country.

Unlike ordinary mower MontaMower trims cleanly right up to walls, fences, etc.

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"Our MontaMower attracted quite a number of onlookers and all were interested in the rapid manner in which this mower cut down the thick grass."

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Send check or draft for $18.00 direct to factory. Guaranteed, to be as represented or money refunded. Delivery charges prepaid if remittance accompanies order.

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Send me one MontaMower by parcel post, prepaid. I enclose $18.00 in full payment.

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MOTORING AND AVIATION
Continued

impede the movement of traffic will be found present in all large cities. The situation in Los Angeles, however, is aggravated by the fact that the number of automobiles owned in the city is out of all proportion to the population, as compared with the number owned in most large cities. The high percentage of days in which the weather invites driving is another factor that must be taken into consideration.

Some of the things we are seeking to accomplish to meet the situation until the consummation of such project, taking into consideration the lack of proper planning in the original building of the city, and its topography and great area, are:

First: Separate the two classes of traffic in business districts, either

(a) set aside certain streets for the exclusive use of automobiles and other streets for the special or adequately protected movement of surface cars; or

(b) set aside a portion of all streets on which there are car-tracks for the exclusive use of each class of traffic, so that there will be upon those streets no unnecessary interference between the two classes.

This would be a chief measure of relief for the heavily traveled business district.

Second: Separate traffic outside of the business area as far as practicable by providing numerous boulevards for the movement of automobiles exclusively.

On streets equipped with tracks for main car-lines confine automobiles to the area outside the tracks, and as far as practicable restrict the use of this space to automobiles whose destination is on such street and those needing to cross it.

Allow right-angle crossings and right turns only so far as practicable.

While it would be impossible to enforce under all circumstances provisions of this kind, much may be accomplished by the education of automobile drivers, and providing them with better avenues than those required by the street-cars.

Third: Separate automobile traffic into two classes, slow-moving and rapidly moving vehicles.

Slow-moving vehicles should be defined as commercial vehicles of the truck type, vehicles not capable of being driven at maximum speed, and vehicles whose drivers select a low rate of speed.

Keep slow-moving vehicles as close to the curb as practicable.

Prohibit the use of streets in the central business district by trucks, delivery wagons, and horse-drawn vehicles during the hours of the heaviest mass transportation.

Prohibit parades of all kinds at all hours within the confines of any business district.

Establish a maximum speed for slow-moving vehicles and a minimum speed for fast-moving vehicles traveling on boulevards set aside for the use of such vehicles.

Fourth: Protect main trunk-line boulevards and main avenues occupied by car-lines by the boulevard-stop system, to apply equally to the protection of streets used for rapidly moving automobiles and those on which street-car lines are located. Ohio has led the way by designating all streets and roads used by electric railways as main thoroughfares, giving vehicles and street-cars using such thoroughfares right-of-way over those entering intersections.

Fifth: Establish raised loading zones in sections where traffic is most heavy, not only in the congested district but on all

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$50 a Month when you are totally disabled by accident or confining sickness.

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$25 a Month for illness that does not confine you to the house but keeps you from your work.

20 Per Cent. increase in sick benefits for two months when you are confined to an established hospital.

$50 a Month when you are totally disabled by injuries received in an automobile accident, and up to $1500 for accidental death in an automobile disaster.

$333 to $1500 for major accidents, or for accidental loss of life.

Doubles these benefits for travel accidents sustained in railroad, street car or steamboat wreck.

Operation benefits in addition to other benefits if your policy has been maintained in force for 1 year.

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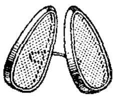

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CALOX
The OXYGEN TOOTH POWDER

MAKES THE DEAF HEAR

Remarkable Invention Enables the Deaf to Hear All Sounds Clearly.

Everyone who is troubled with deafness in any form will be interested in the announcement of the Dictograph Products Corporation, Suite 1301 N, No. 220 West 42nd Street, New York, that they have at last perfected a device which will enable many whose auditory nerve is not entirely destroyed to hear as perfectly as one whose hearing is normal. To test it thoroughly they sent it to a number of people who have been deaf for years and they report most gratifying results. Many state that they hear the slightest sound with perfect ease and that their natural hearing has been greatly improved. The manufacturers are so proud of their achievement and so confident that every deaf person will be amazed and delighted with it, that they offer to send it to anyone by prepaid parcel post on ten days' free trial. They do not ship C. O. D., nor do they require any deposit, but send it entirely at their own risk and expense, allowing the user ten full days to try and decide whether they want to keep it or not. As there is no obligation whatever, everyone who is troubled with deafness in any form should take advantage of this liberal free trial offer. Just send them your name and address for descriptive literature and free trial request blank.—*Adv.*

main car-line streets. These raised safety isles should not be closer together than 660 feet on the average, and should be established without specific relation to street intersections where necessary to secure fairly even spacing, making permanent the skip stop and providing adequate safety zones. The erection of these stations would permit automobiles to keep moving when street-cars stop. Prohibit automobiles from driving to the left of the safety isles in congested districts, thereby permitting cars to berth and unload passengers at these points without interference from automobile traffic.

Sixth: Abolish parking of automobiles in the congested district from 7 A. M. to 7 P. M. every day, with the possible exception of Sundays and legal holidays. This would automatically result in the abolition of second-line parking. Elimination of parking is the cheapest way to provide additional roadway space.

In outlying districts prohibit parking for at least 30 feet back of street-car loading zones.

In the business district prohibit the stopping of automobiles to take on and discharge passengers at least 20 feet back of loading zones. This would prohibit U. S. mail wagons from collecting mail at corners, and would automatically result in the changing of the location of mail-boxes to other points.

Seventh: Abolish all synchronized automatic crossing signal systems. Where it is found advisable to control the flow of vehicular, street-car and pedestrian traffic at an intersection with the aid of mechanical devices such as semaphores, place the control in the hands of a traffic officer, who shall operate mechanism controlling one or more blocks as the needs of various avenues of traffic demand.

The flow of pedestrian traffic at all points where mechanical signaling devices are installed, or where a traffic officer is stationed, should move in the same direction and at the same time as other classes of traffic.

Eighth: Prohibit left turns at all points in the heavily congested district, including turns out of alleys, garages, oil-stations, parking places, etc.

Ninth: Limit the width of commercial vehicles of all classes.

Tenth: Route outside of the congested district all commercial trucks having no collections or deliveries to make in that district.

Eleventh: Route police and fire machines where possible by flasher signals.

Twelfth: Limit the height of office and mercantile buildings, thus avoiding a measure at least of the danger of over-crowding any section. Had no limit been placed upon the height of buildings erected in Los Angeles, long before this we would have been faced with the necessity of forcing a very generous staggering of business closing hours.

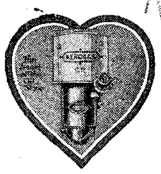
Thirteenth: Secure statutory enactment providing for the examination of applicants for drivers' licenses, requiring all applicants to show that they are over eighteen years of age, understand the important features of the traffic laws, have reasonably correct sight, are of sound hearing, of sound mind, and are in generally proper physical condition to operate a car with safety.

The Mural in the Greenfield School and the Frieze set up in a Bronx Borough school, published in our issue of January 12, 1924, should have been credited to Curtis & Cameron, Boston.

MAKES AN OIL STOVE COOK LIKE A GAS RANGE

PATENTED
KEROGAS
TRADE BURNER MARK

Kerogas
Means Better Cooking



Look for the name "Kerogas" on the oil stove burner

If you have meals to prepare for a hungry family—men folks at work, children at school—you *know* the value of time.

Now needless drudgery and time waste can easily be avoided. Simply go to your stove dealer and ask to see an oil stove equipped with Patented Kerogas Burners.

Perfect command of your fire—that's what this burner assures. The slightest turn of a little control wheel gives you the exact degree of heat you want—*when* you want it. Just like using a gas range—only the cost is considerably less.

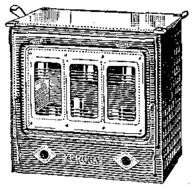
And why does it cost less? Because you use the cheapest fuel known—common kerosene—which the Patented Kerogas Burner automatically mixes—burning one part kerosene to 400 parts of air—to produce a powerful, steady "flame within a flame"—the moment you apply a match.

The Giant Kerogas Burner

Every Giant Kerogas Oil Stove equipped with "regular" Kerogas Burners also has one of the new Patented Giant Kerogas Burners. This "Giant" is capable of the most intense heat—when you need it quickly—but is easily regulated for ordinary use. Models equipped only with "regular" Kerogas Burners are also available.

A number of different brands of exceptionally good oil stoves are equipped with these wonderful burners. To be sure that you choose wisely—

Look for the trademark KEROGAS on the burner.



The KEROGAS Oven for Baking and Roasting is a fitting companion for the Kerogas Burner. As reliable as any range oven ever made—and as durable. Gives sure, uniform results because its temperature can be regulated perfectly by the burner beneath.

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A. J. LINDEMANN & HOVERSON CO.
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Manufacturers of Burners, Ovens, Cooking and Heating Stoves and Ranges

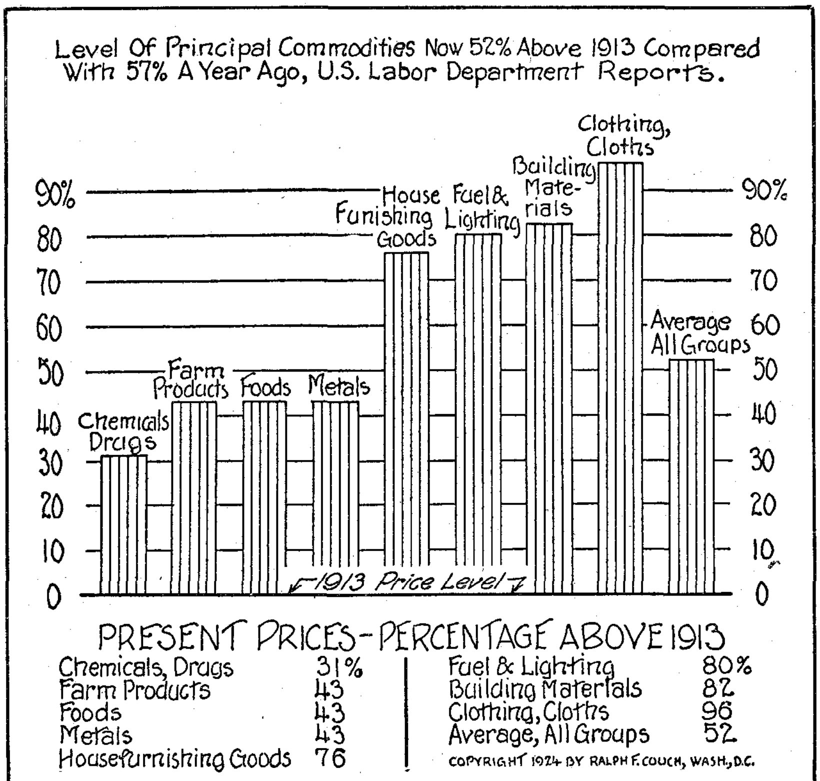
Dealer's Note: The best jobbers are prepared to supply oil stoves equipped with the Kerogas Burners.

INVESTMENTS - AND - FINANCE

PRE-WAR PRICE-LEVELS NOT NECESSARILY "NORMAL"

THE FREQUENT COMPARISON OF CURRENT prices with the "normal" pre-war price-level leads *The Brookmire Forecaster* (New York) to wonder "what magic there may be in the price-levels of the years immediately preceding the war." The writer in this bulletin, which is published by the Brookmire Economic Service, feels that business men are likely to hesitate in engaging in sizable commitments when they are constantly hearing that prices must necessarily "be deflated back to pre-war levels before business can go ahead in any long period of confident expansion." The writer is inclined to think that if there ever is a return to pre-war price-levels, such a return is a long way off. Why, he asks, should 1913 or 1914 prices be considered normal?

If normal prices mean low prices, as the theory of necessary return to the price-levels immediately preceding the war seems to imply, why stop there? Why not carry the theory back twenty years to the low level of definitely recorded prices then existing? In the indefinite future it is possible that prices once more will be at or below their pre-war level. It may even be true that at the present time the long-time trend of prices is downward, but the facts of the situation are against any rapid decline toward pre-war levels. That even the downward secular trend has as yet begun to operate is denied by many eminent authorities, and the question is one which may well be subject to dispute. But even granting that the long-time trend is toward lower levels, the result of such trend is of relatively little present importance to the vast majority of business men. Secular trends are relatively slow in their operation. The man who deals in commodities, which are turned over once or several times a year, is but little affected by the secular trend of prices. Cyclical price changes are his important consideration. The long-time trend of prices is of importance to the man who plans extensively on fixt improvements to endure ten, twenty or fifty years. But as far as commodities are concerned the man who deals in them can leave out of his consideration the theory of a return to pre-war levels. His profits will be based not on anticipating such an event, but on his ability to judge the many cyclical swings of prices, which will occur before any return to pre-war levels, if such return comes, will be realized. For him the present general level of prices, as influenced by the short term ups and downs of business, is "normal."



PRESENT WHOLESALE PRICES COMPARED WITH THE PRE-WAR LEVEL

Note the disparity among the different groups of commodities in their price advances above the 1913 level, as estimated by one authority. While prices are decidedly lower than in 1920, they are still far above the pre-war level. It should be remembered that this diagram was prepared before the publication of the Dawes *committee report and that the acceptance of that report may bring about* changes in world trade conditions which will influence prices in this country.

There are many powerful factors, we are reminded, which are operating against a rapid return to pre-war prices. The chief ones "are our gold position, the heavy national debt as a result of the war, and the money wage of labor." As to the effect of the first-named factor—

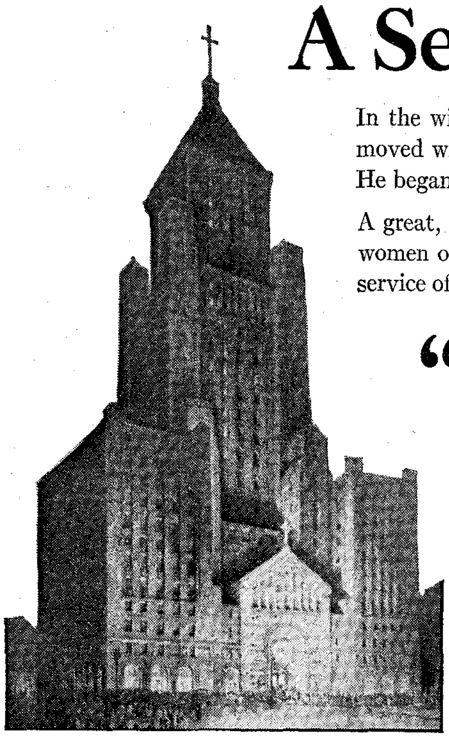
> As long as we have these huge accumulations of gold beyond any reasonable need, their influence will be opposed to price declines. A wise banking policy may prevent them from inflating prices, but under such conditions the most conservative fiscal policies can act but negatively. They may conceivably prevent prices from rising sharply, but they can not for any long period put prices down while gold continues to accumulate.
>
> It is true that eventually economic forces will tend to redistribute this gold. But the argument here is not that our present gold holdings are permanent. It hinges around the period of time necessary to effect such redistribution. More than five years have elapsed since the war, and this country is still a heavy net importer of gold. Granting that we are going to see an accelerated rate of European settlement, which will furnish the basis for a resumption of European industry on active lines within a year (a highly optimistic view of the situation), we are still some distance away from material gold exports.

Of course, it is pointed out, we are likely to be lending to Europe on a large scale before very long. But at first these loans "will undoubtedly take the form of credits to be used in the purchase of materials and supplies, and to that extent we shall have made the loan and have the gold also." While "European currency systems will need gold loans for stabilization," the writer we quote thinks that the amount of gold required will be comparatively small. And, he says, "even when European industries are restored to activity the natural flow of gold from a high-price to a low-price country will be somewhat impeded by our tariff policy and by interest and sinking fund charges on loans previously made." Eventually, we are told, "our surplus gold will be drawn out of the country, but it is not a matter of a year, perhaps not of twenty years. Little rapid price-deflation in this country may be expected from that source."

Why our heavy war debt and present wage-scales also militate against a rapid downward trend of prices is explained briefly as follows:

> The first involves a long period of heavy taxation to liquidate. Moreover, the faster prices go down the heavier the burden put upon industry to pay these taxes, since it involves paying a debt contracted in cheap dollars with dear.
>
> Historically, wages have always been slow to liquidate, and this is particularly true at the present time, when the force of organized labor is at the highest we have ever seen. When one follows any product from the raw material to its finished form, it becomes obvious that the labor item alone until lowered in itself is a brake upon a falling price-line unless the output per man at current money wages is materially increased.

A Service Station to Mankind



"Broadway Temple," to be built on Broadway at 173d and 174th Streets, New York City

In the wilderness, and in the crowded city, Christ beheld a restless multitude, and "He was moved with compassion toward them because they were as sheep not having a shepherd; and He began to teach them many things."

A great, restless, shepherdless multitude is crowding America's chief city today, and men and women of all creeds, everywhere, with the spirit of the Master, are now called to a wonderful service of love and helpfulness that shall be an example and a challenge to the world.

"Broadway Temple"

Standing on the highest point of Broadway, in the midst of the teeming millions of New York City, more than half of them without church homes or habits, where a million children are without religious instruction, and where all races of people, from all lands, surge to and fro in restless multitudes, the Rev. Christian F. Reisner, moved by this great human need, uttered the words of King Solomon to Hiram, King of Tyre, and said: "I purpose to build an house unto the name of the Lord my God. And the house which I build is great: for great is our God above all gods." And this great Broadway Temple shall stand on the summit of the city as a service station to mankind. As Hiram, King of Tyre, was the helper and partner of Solomon in building the great Temple of old, so now

You Can be a Partner in This Great Project

The Towering Church

Its physical dominance gives architectural expression to the idea of spiritual dominance. Everywhere in the cities today the churches whose spires once pointed conspicuously toward heaven are being submerged by commercial skyscrapers—a symbol of modern life. The great new Broadway Temple will *lift up* the Cross of Christ, *exalt* religion, and proclaim *from the hilltops* the glory of service.

"When this building is erected it will be one of the landmarks of the city, rivaling the Woolworth Building, the Metropolitan, and the Cathedral of St. John the Divine."—JOHN CLYDE OSWALD, President The American Printer.

A Great Business Plant

The $4,000,000 Broadway Temple will contain fireproof, modern elevator apartments for 500 people, with playgrounds on the roof. In the 24-story tower will be dormitories, all furnished, for 500 young men. On the street level will be stores, and a church auditorium seating 2,200, and in the basement, full equipment for social activities. The whole plant will be constructed, financed and operated through a Corporation of prominent business men of New York.

"There shouldn't be any question in anybody's mind as to the ultimate success of it, and I am very proud to have the opportunity to be a part of it. You put this wonderful edifice on a fine business basis."—H. M. DOWNES, President Liberty National Bank.

Self Support and Earnings

Rents of apartments, dormitories, and stores are based upon an expert study of the neighborhood, and the assured financial income from them will carry and ultimately liquidate the Mortgage Gold Bonds on the building. When the income exceeds these requirements and the operating budget of the Temple itself, the surplus will be used to found and support other churches in needy parts of the city.

Broadway Temple "will be the crowning glory not only of architectural but of religious New York. What the Cathedral at Rheims did in heartening the discouraged soldiers in the hardest of the war, this cathedral will do for New York in the times of stress that are almost certain to come."—COL. WILLIAM HAYWARD, U. S. District Attorney.

A Temple of Good-Will Service For All Classes and Creeds

Scores of thousands will make up its audiences; one thousand will live in it. Concerts, lectures, forums, debates, entertainments will please and instruct. Swimming pool, gymnasium, game rooms, cafeteria, club facilities, night classes, a day nursery to relieve weary mothers, and every kind of community Good-Will Service will be *open to all without regard to creed or sex.* To honor God and to help humanity in every vital way is Broadway Temple's working program.

"We are going to write in stone on that hill 'Thy Kingdom come; Thy will be done,' and it is not only going to be in stone, but in the hearts of the people, where it will live."—ELLIS L. PHILLIPS, President Long Island Lighting Co.

Endowment 5% Gold Bonds

A Good Investment

Cash contributions are not sought. Endowment 5% Second Mortgage Gold Bonds will be issued to cover the second $2,000,000, the first $2,000,000 being secured on a first mortgage. Subscriptions for the Gold Bonds are solicited in the confidence that the whole people will be benefited and that *the security is safe.* The investment represents earning assets for every dollar expended and is declared by leading bond investment houses to be thoroughly sound. The land alone increased 50% in value within 18 months after its purchase. The Church itself contributes $500,000 equity which more than offsets its non-rent producing, tax-exempt plant. Amortization of the mortgages is provided for in the financial plan.

"I don't believe there is any question about the success. The development of the property so as to furnish homes and produce an income is good economics."—WM. J. TAYLOR, President W. S. Taylor Co., Building Construction.

To Meet a Present Need

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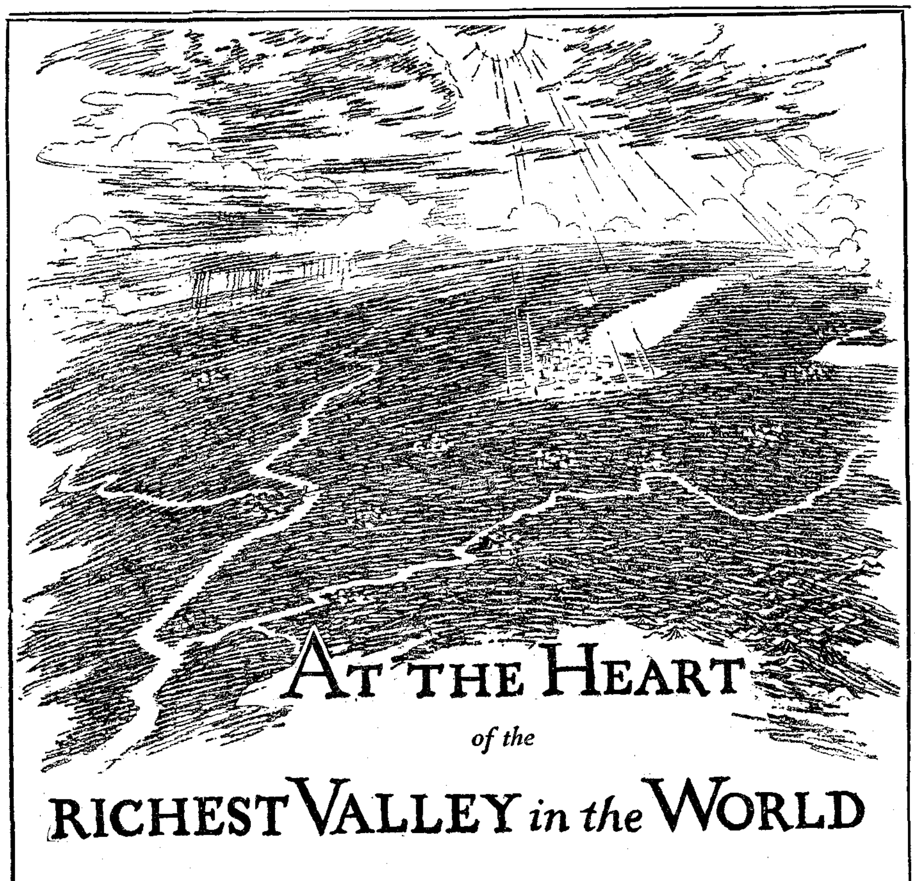
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CURRENT EVENTS

FOREIGN

April 9.—The two expert committees appointed by the Reparations Commission last November to suggest methods for stabilizing and reforming the German financial system so as to make possible reparations payments submit their reports.

April 10.—Hugo Stinnes, Germany's foremost industrialist and one of the richest men in Europe, dies at his home in Berlin. He was born in Mullheim in 1870, of Jewish parentage.

By a vote of 57 to 22 the Dail Eireann adopts a motion for the ratification of the Anglo-American liquor treaty.

April 11.—The Reparations Commission accepts by unanimous vote the reports of the two expert committees appointed to suggest methods for stabilizing Germany's financial system and enabling her to pay reparations.

Several Americans and many native workers are reported to have been killed in hand-to-hand fighting at Los Mochis, in Sinaloa, Mexico, between striking workers and officials of the United States Shipping Corporation.

April 12.—The Jugo-Slav cabinet, formed on March 28, resigns. It was composed of a radical and democratic coalition headed by M. Pachitch.

The Allied Governments in Turkey present a collective note to the Turkish Government protesting against the closing of the schools maintained by non-Turkish groups in Turkey.

According to an official statement, the revenues from the sugar, tobacco and salt monopoly and the customs tariff in Hungary reach 7,400,000 gold crowns for January, and 7,700,000 for February, whereas the League estimate was for only 4,100,000 gold crowns monthly. These revenues are to be used as guaranties for an international loan.

April 13.—The Greek people vote by a large majority for the establishment of a Republic, thus permanently overthrowing the Glucksburg dynasty, now represented by King George II.

April 14.—The German Government accepts in principle the report of the expert committee headed by Brig.-Gen. Charles E. Dawes on reparations.

Home Secretary Arthur Henderson states at the assembling of the Anglo-Russian conference to settle differences and establish relations that the Communist party as such is not illegal, "but the avowed policy of certain of its leaders, carried out by the methods proposed, involve breaches of ordinary law."

The execution of three Mexican rebel generals is reported to the Mexican War Department by Gen. Pablo Macias, military commander of the State of Tamaulipas.

The Grand National Assembly at Angora unanimously ratifies the treaty of friendship between Turkey and Germany.

April 15.—A reduction of 54,000,000 yen in appropriations for the Army and Navy, as compared with the amounts expended by the two services in the fiscal year just ending, is shown in the "working estimates" for the fiscal year of 1924–25, just published by the Japanese Government.

Foreign Minister Matsui states that the action of Ambassador Hanihara in protesting against the proposed new immigration law which ignores the "gentlemen's agreement" in banning Japanese from the United States, has the full approval of the Japanese Foreign Office.

Prime Minister Ramsay MacDonald informs the House of Commons that the Government will accept the Dawes report as a basis for the solution of the reparations problem, and support the plan in its entirety. Premier Poincaré follows suit by announcing at a public address that he approves the Dawes report, adding that as soon as Germany begins to turn over the guaranties provided for in the Dawes report the economic control of the Ruhr will be relinquished to her.

DOMESTIC

April 9.—Senator Couzens, Republican, of Michigan, personally employs Francis J. Heney of California as special counsel to conduct the inquiry for the Senate's special committee appointed to investigate the Internal Revenue Bureau.

The Senate unanimously orders investigation by five Senators into the charges against Senator Wheeler of Montana, who has been indicted on a charge of accepting fees to influence the issuance of oil and gas prospecting permits by the Secretary of the Interior and the Commissioner of the General Land office.

April 10.—The Government drops one of the indictments against Representative John W. Langley, Republican, of Kentucky, charging him with corruption in connection with liquor withdrawal permits. The indictment eliminated was against him individually.

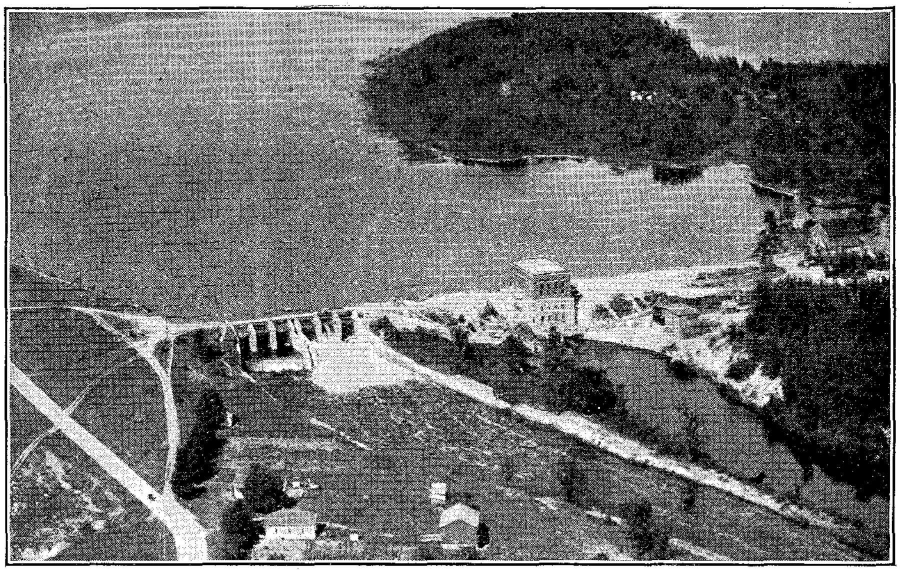
April 11.—President Coolidge sends a message to the Senate saying that the investigation of the Internal Revenue Bureau has become an attack on the Treasury Department which goes beyond any legitimate requirement, and that he solemnly protests against the procedure which breaks down constitutional guaranties against unwarranted search and seizure, and evades the prohibition against what amounts to a charge of criminal action without the formal presentment of a grand jury.

Ambassador Hanihara lodges with the State Department a protest against proposals in Congress to apply further drastic restrictions to Japanese immigration to the United States, saying that the "gentlemen's agreement" between the two countries fully covers the situation, and that discriminatory legislation against Japanese would wound the national susceptibilities of the Japanese people and be attended with the "gravest consequences."

President Coolidge instructs Sumner Welles, American Commissioner at Santo Domingo, to offer the friendly assistance of the United States for the establishment of peace in Honduras.

April 12.—The House passes the Johnson immigration bill which permits immigration of each eligible nationalistic group up to 2 per cent. of the number of such nationals resident in the United States in 1890, and excludes "all aliens ineligible to citizenship." The Japanese are among those thus excluded.

Thirteen citizens of Lilly, Pennsylvania, are jailed on charges of carrying concealed weapons, riot and murder during



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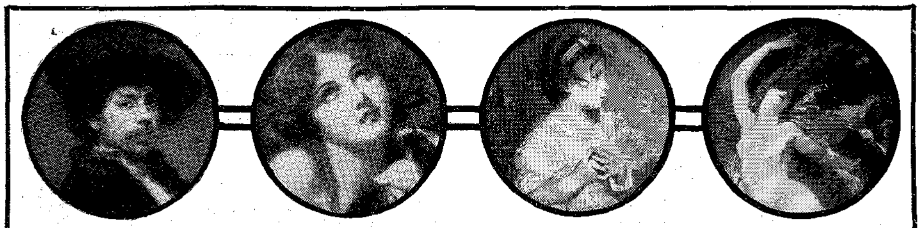

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Portrait of Old Man
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On front cover: Philips Lucasz

By Sir Joshua REYNOLDS 1723-92

Great English artist. In the Reynolds "Gems of Art" volume, by Frank Rutter, are reproduced nine of Sir Joshua's greatest pictures:

The Strawberry Girl
Mrs. Nesbit with a Dove
Heads of Angels
Infant Samuel at Prayer
Love Me, Love My Dog
Lady Cockburn and Children
Mrs. Hoare with Infant
Age of Innocence
On front cover: Mrs. Siddons as "The Tragic Muse"

By Jean-Baptiste GREUZE 1725-1805

Attained renown by his paintings of French girls and children. In the Greuze "Gems of Art" volume, by Beatrice A. Waldram, are reproduced nine of Greuze's greatest pictures:

Offering to Cupid
Fidelity
Head of a Girl
The Broken Pitcher
Girl with Doves
Girl Leaning on Hand
The Listening Girl
The Milkmaid
On front cover: Girl with Gauze Scarf

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CURRENT EVENTS
Continued

the recent outbreak between the citizens of Lilly and visiting Ku Klux Klansmen. Twenty-seven Klansmen are also jailed to await action of a grand jury on charges of rioting and murder.

April 13.—President Coolidge announces the appointment of a national policy committee to coordinate under Federal guidance all activities on behalf of outdoor recreation and to formulate a program to serve as a guide for the future.

April 14.—By a vote of 76 to 2 the Senate rejects the immigration committee's amendment under which the "gentlemen's agreement" with Japan on the immigration question was to have been continued.

In an address before the Thirty-third Continental Congress of the Daughters of the American Revolution, President Coolidge appeals to the women of America to exercise fully the right of suffrage in the November election.

April 15.—The Senate adopts an amendment to the immigration bill barring immigration of Japanese into the United States.

Gov. Alfred E. Smith of New York announces his candidacy for the Democratic Presidential nomination before the Democratic State Convention, which unanimously endorses him. In a keynote speech in New York, Secretary of State Hughes endorses President Coolidge for the Republican nomination for President, and says, "President Coolidge is his own platform."

The Senate rejects the nomination of Samuel Knight, of San Francisco, to be special government counsel in the litigation looking to the recovery of sections 16 and 36 in the confines of California naval reserve No. 2.

In a cable message to Secretary of War Weeks, just made public, Maj.-Gen. Leonard Wood, Governor-General of the Philippines, says that for the United States to grant immediate independence to the Filipinos would be "a heartless betrayal of our trust and would result in turning over 12,000,000 people of the islands to strife and disorder."

Liberalizing the Creed.—On the order of services of All Souls Universalist Church, Brooklyn, New York, for Sunday, March 23, these two items appeared together:

The Sermon—"Thou Shalt Not Steal."

Offertory—"Steal Away" (Negro Spiritual).—*The Universalist Leader* (*Boston*).

Grand, Anyway.—"A great many indictments are being called for."

"Yes," answered Senator Sorghum. "I'm getting confused. While composing a speech, instead of referring to 'the Grand Old Party' I began to talk about 'the Grand Old Jury.'"—*Washington Star.*

Friend in Need.—Low COMEDIAN—"You're the new chap in our company, aren't you? What's your rôle?"

THE OTHER—"I'm the advance agent."

LOW COMEDIAN—"Ah, just the chap! Could you advance me a fiver?"—*Cassell's Saturday Journal* (*London*).

THE SPICE OF LIFE

Playing Safe.—The Weather: To-day: Fair, possibly rain.—*New York Weather Bureau prediction for April 16.*

Best of Reasons.—"How is it that you always let your wife have her own way?"

"I tried to stop her once."—*Boston Transcript.*

Fifty-Fifty.—Nature keeps things balanced. Europe has the most wars, but we have nine times as many automobiles. —*Trinidad Picketwire.*

The Place to Apply.—"Have you any work here?"

"No. There is no work here!"

"Could you give me a job?"—*Kasper (Stockholm).*

That Kind of Face.—"Is this a portrait of your fiancée?"

"Yes."

"I suppose she must be very wealthy."—*The Passing Show (London).*

Well Timed.—DOCTOR—"You are all right. Your pulse is as regular as clockwork."

PATIENT—"You have hold of my wristwatch."—*Karikaturen (Christiania).*

All Serene.—"Going home for Old Home Week?"

"Is the grand jury in session?"

"Nope."

"Yep."—*Louisville Courier-Journal.*

Restless, Naturally.—SWEET YOUNG THING—"What makes the boat jump about so?"

ANOTHER S. Y. T.—"Bob says the poor thing is on a tack."—*The Harvard Lampoon.*

Somewhat Prepared.—"I never saw but one man," said Uncle Bill Bottletop, "that I thought had a chance foolin' with bootleg liquor. He was a sword-swallower and his wife was a snake-charmer."—*Washington Star.*

The Unhappy Medium.—HE—"If you hadn't taken so long getting ready, we should have caught that train!"

SHE—"Yes, and if you hadn't hurried me so, we shouldn't have had so long to wait for the next one!"—*London Mail.*

New and Improved.—LITTLE GIRL (to painter copying a masterpiece)—"Would you please tell me what they will do with the old one when yours is finished?"—*Life.*

"Ain't We Got Fun?"—

ISN'T THIS GREAT FOR $150?

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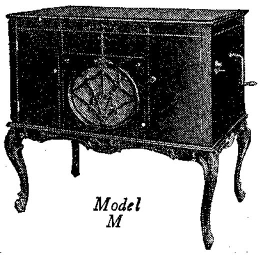

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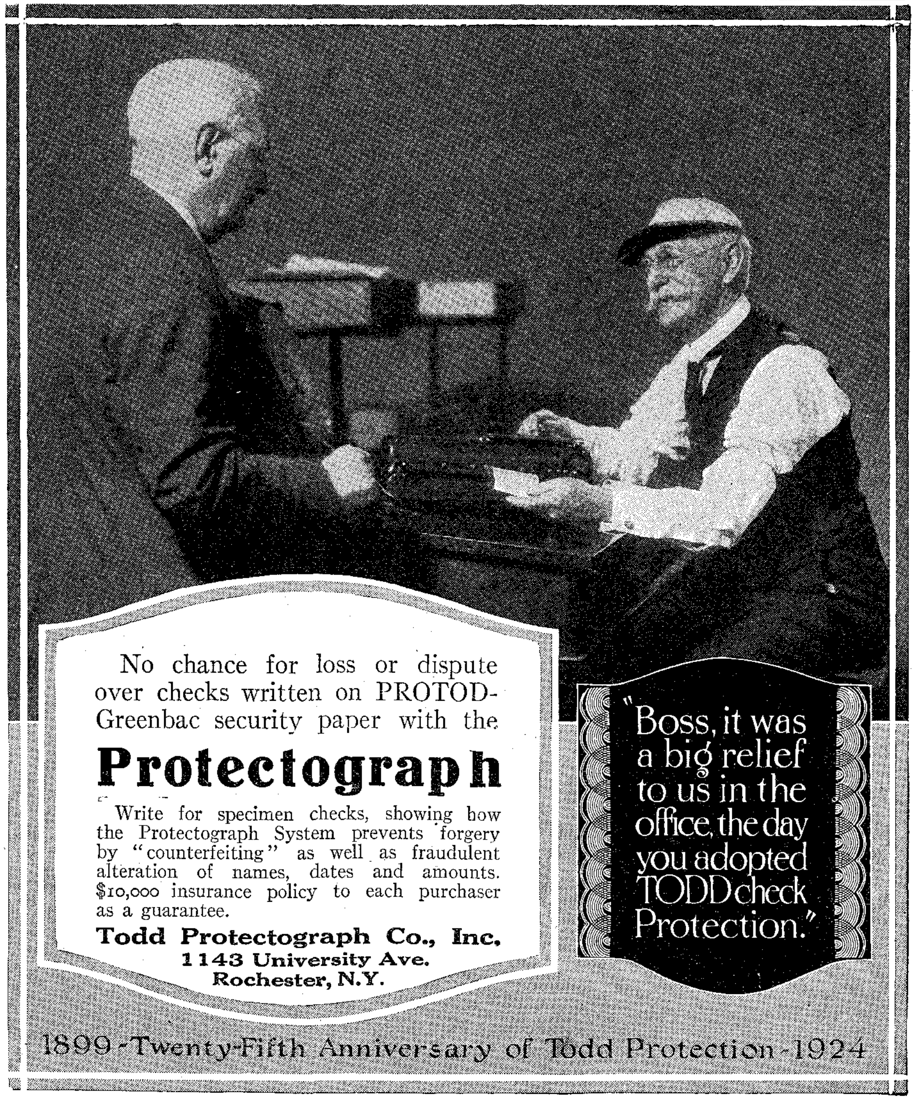

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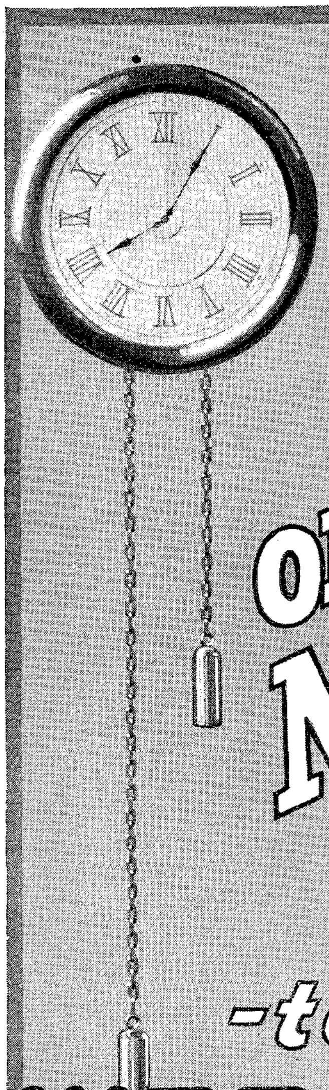

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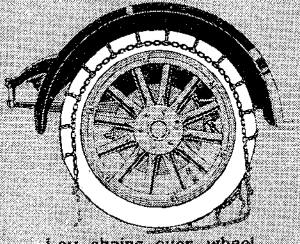
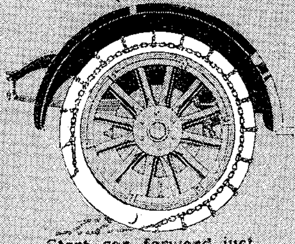
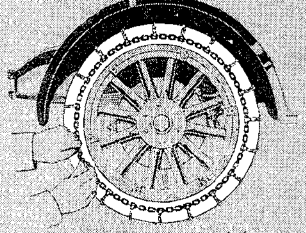


Lay chains over wheel with hooks toward rear, and tuck the slack under front part of wheel.



Start car forward just enough to run over slack ends.



Hook chains as tightly as possible by hand.
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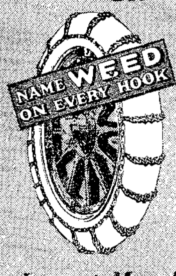

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THE SPICE OF LIFE
Continued

A Quick-Change Artist.—BEGGAR—"Ah, ma'am, I wasn't always blind!"

LADY—"No. Yesterday you were deaf and dumb!"—*Pêle Mêle (Paris).*

Teutonic Habits.—"You treat your landlord as if he were a German!"

"Well, for four years he has refused me any reparations."—*Pêle Mêle (Paris).*

His Modest Wish.—WIFIE—"I suppose now you wish you were free to marry again?"

HUBBIE—"No—just free."—*Cassell's Saturday Journal (London).*

Seizing Her Opportunity.—HUSBAND—"When I married you out of the chorus, I didn't expect you to nag me all the time."

WIFE—"Well, you see, this is my first speaking part."—*London Mail.*

The Frightful Sex.—HUSBAND—"What on earth do you look like, with your hair cut short like that? You're a fright!"

WIFIE—"You're right. I look a good deal like a man."—*Le Journal (Paris).*

Up to Her.—NERVOUS WOMAN (to persistent beggar)—"If I give you a piece of pudding, you'll never return, will you?"

BEGGAR—"Well, lady, you know your pudding better than I do."—*Chicago Tribune.*

Rah-Rah!—"It must be awfully cold in brother's room at college."

"Why so?"

"He writes that his room-mate just slipped in with a skate on."—*Dartmouth Jack o' Lantern.*

Matched.—"So you dare to say you are an ideal match for my daughter," said old Gotrox.

"I do, sir," replied the cheeky youth.

"Why, you have never earned a dollar in your life."

"Neither has she."—*Boston Transcript.*

The Uses of Adversity.—CURIOUS PERSON—"So you've left the side show, Major Runtleigh."

FAMOUS DWARF—"Yes, all my family and I have a new line."

"What is it?"

"Being photographed in small touring-cars so as to make the cars look big in the advertisements."—*Judge.*

Retake!—"So," said the film-producer, "you take the kidnaped child, climb up the lightning conductor to the fifth story, clamber on to the roof, dash along the coping-stone and, at the end, jump the passage on to the roof opposite."

"But if I fall down!" asked the actor.

"Then you will have to start all over again!"—*Dorbarbier (Berlin).*

The Smile Loses.—As a rule grouchy looking men are not popular, but a druggist of our acquaintance says he likes to see them come into his store. "When a man comes in with a grouchy face," he remarked, "I know he wants to buy something. The fellow who approaches with a broad grin either wants to bone me for a donation or stock me up with some unsalable line of goods."—*Boston Transcript.*